

**UNITED STATES
DEPARTMENT OF THE INTERIOR**



CESSNA 206H SOLOY Mk II

VOL 1 OF 2 - SCHEDULED MAINTENANCE CHECKS

VOL 2 OF 2 - SCHEDULED STRUCTURAL CHECKS

NOTE: THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.



**UNITED STATES
DEPARTMENT
OF THE
INTERIOR**



**CESSNA
206H SOLOY
Mk II**

**VOL 1 OF 2
SCHEDULED
MAINTENANCE
CHECKS**

**VOL 2 OF 2
SCHEDULED
STRUCTURAL
CHECKS**



**UNITED STATES
DEPARTMENT
OF THE
INTERIOR**



**CESSNA
206H SOLOY
Mk II**

**VOL 1 OF 2
SCHEDULED
MAINTENANCE
CHECKS**

**VOL 2 OF 2
SCHEDULED
STRUCTURAL
CHECKS**



**UNITED STATES
DEPARTMENT
OF THE
INTERIOR**



**CESSNA
206H SOLOY
Mk II**

**VOL 1 OF 2
SCHEDULED
MAINTENANCE
CHECKS**

**VOL 2 OF 2
SCHEDULED
STRUCTURAL
CHECKS**



**UNITED STATES
DEPARTMENT
OF THE
INTERIOR**



**CESSNA
206H SOLOY
Mk II**

**VOL 1 OF 2
SCHEDULED
MAINTENANCE
CHECKS**

**VOL 2 OF 2
SCHEDULED
STRUCTURAL
CHECKS**



**UNITED STATES
DEPARTMENT
OF THE
INTERIOR**



**CESSNA
206H SOLOY
Mk II**

**VOL 1 OF 2
SCHEDULED
MAINTENANCE
CHECKS**

**VOL 2 OF 2
SCHEDULED
STRUCTURAL
CHECKS**

**UNITED STATES
DEPARTMENT OF THE INTERIOR**



CESSNA 206H SOLOY Mk II

5-00-00

SCHEDULED MAINTENANCE CHECKS

VOL 1 OF 2

NOTE: THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

This Cessna 206H Soloy Mk II inspection program document has been compiled to meet or exceed the requirements of the Department of the Interior - Departmental Manual (Aviation Policy) and Code of Federal Regulations, Title 14, Chapter 1, Subchapter C, Part 43 Appendix D. — 'Scope and detail of items (as applicable to the particular aircraft) to be included in Annual and 100 Hour Inspections'. FAR Part 43.15 (c) provides the authority for Dept. of the Interior as owner/operator to issue a checklist of its own design to comply with or exceed the contents of FAR Part 43 Appendix D. Dept. of the interior has Incorporated and/or condensed all line items from the relevant Cessna 206H Soloy Mk II Maintenance Manuals to include inspections based on hours, annual, and multi-year based structural inspections. Compilation of this document was carried out by Turbo Air Inc. of 4000 S. Orchard St. Boise Idaho 83705 for the Department of the Interior (Office of Aviation Services) 300 E Mallard Drive. Ste 200 Boise, Idaho 83705. Under the guidance of Part 91.403, 405, 409, 415 and Part 43.15(a) (1) & (c) FAA approval is not required (or offered) for issue of this document. This is a controlled document and amendment status shall be updated on the record of revisions page.

Personnel carrying out maintenance on Dept. of the Interior aircraft and using this inspection program must ensure that by signing for the listed tasks, they have complied with the latest revision of CFR Part 43 Appendix D.

This is to certify that the contents of this inspection program have been condensed from the relevant Cessna 206 series Inspection programs and meets or exceeds the requirements of CFR Part 43 Appendix D at the time of writing.


General Manager, Turbo Air Inc.

Date 3/22/2016


Fleet Manager, U.S. Dept. of the Interior (Office of Aviation Services)

Date 3/22/2016

DOI - CESSNA 206H SOLOY Mk II RECORD OF REVISIONS

[illegible]

DOI - CESSNA 206H SOLOY Mk II

RECORD OF TEMPORARY REVISIONS

[illegible]

INSTRUCTIONS



DOI – CESSNA 206H SOLOY Mk II – SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Explanation of Terms

Hourly Inspections

50 Hr. Inspection	Every 50 Hrs.		
100 Hr. Inspection	Every 100 Hrs.	Includes	50 Hr. Inspection
200 Hr. Inspection	Every 200 Hrs.		
Annual Inspection	Every 12 Months	Includes	50 Hr., 100 Hr., & 200 Hr. Inspections
500 Hr. Inspection	Every 500 Hrs.		
1000 Hr. Inspection	Every 1000 Hrs.		
2 Year Inspection	Every 2 Years		
3 Year Inspection	Every 3 Years		

DOI – CESSNA 206H SOLOY Mk II – SCHEDULED MAINTENANCE CHECKS

Inspection Intervals

Hourly: All required inspections may be completed up to +10% percent of their due time (i.e.: A 50 hour inspection may be completed between 50 and 55 hours time in service). Flight beyond the due time must be approved by the administrator. Flight beyond the 10 % limit is not permitted for any reason.

All inspections shall be done at the next standard interval (i.e.: 50hrs) from when the previous inspection was due provided that inspection was completed within the +10% time due. The 50 hr. check is due at 50 hrs. and the next is due at 100hrs. All inspections will be handled as described above. The +10% is to be used primarily for ferry flights to where maintenance can be performed.

Calendar: All required inspections may be completed up to their calendar due time. Flight beyond the calendar time is not permitted for any reason.

Note: Selected items that are normally controlled separately (on computer) (i.e.: overhauls, component function checks, etc.) have been omitted from this inspection work package and must be controlled separately. See computerized maintenance program for "Controlled Items".

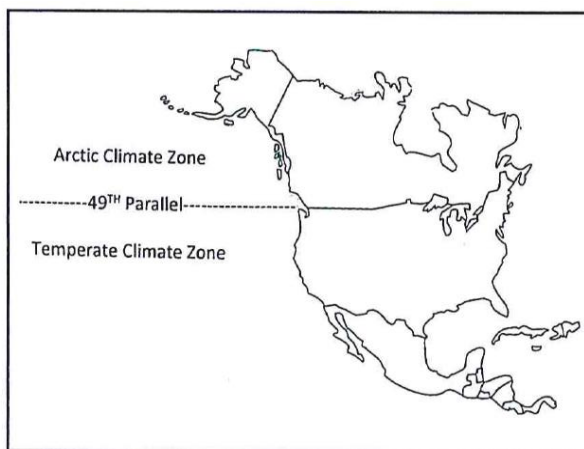
Note: This inspection package must be updated as new revisions to the maintenance program are issued.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.



Dept. of the Interior Climate Zone Map

Acronyms in use

SID -	Supplemental Inspection Document	STC -	Supplemental Type Certificate
CPCP -	Corrosion Prevention and Control Program	PSE -	Principle Structural Element
NDI -	Non Destructive Inspection	N/A -	Not Applicable (see MECH Block D on next page)
ICA -	Instructions for Continued Airworthiness	OEM -	Original Equipment Manufacturer

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

INSPECTION MANUAL ORIGINAL



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

50 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document	STC - Supplemental Type Certificate
CPCP - Corrosion Prevention and Control Program	PSE - Principle Structural Element
NDI - Non Destructive Inspection	N/A - Not Applicable (see MECH Block D above)
ICA - Instructions for Continued Airworthiness	OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 50 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		50 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Propeller Blades - Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.		
Mk II	2	Engine - Inspect for evidence of oil and fuel leaks. Wash engine and check for security of accessories.		
Mk II	3	Pitot Tube and Stall Warning Vane - Check for condition and obstructions and verify operation of anti-ice heat.		
Mk II	4	Spinner – Check general condition and attachment.		

DOI - CESSNA 206H SOLOY H - 50 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 50 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	ALL	5	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	6	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	7	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
TEMPERATE	ALL	18	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	19	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	20	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
	ALL	33	All panels opened for the inspection are closed and secure.		
	ALL	34	Run aircraft engine and leak check.		

[illegible]

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

- REV. 00
DATE: 22 MAR 2016



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

100 HOUR SCHEDULED MAINTENANCE CHECKS

100 HOUR INCLUDES ALL 50 HOUR INSPECTIONS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document	STC - Supplemental Type Certificate
CPCP - Corrosion Prevention and Control Program	PSE - Principle Structural Element
NDI - Non Destructive Inspection	N/A - Not Applicable (see MECH Block D above)
ICA - Instructions for Continued Airworthiness	OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 100 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect aircraft records to verify that all applicable Cessna Service Information Letters, Cessna Service Bulletins and Supplier Service Bulletins are complied with.		
Mk II	2	Inspect aircraft records to verify that all applicable Airworthiness Directives and Federal Aviation Regulations are complied with.		
Mk II	3	Inspect aircraft records to verify that all logbook entries required by the Federal Aviation Regulations are complied with.		
Mk II	4	Inspect aircraft records to verify that all SID Inspections have been complied with as scheduled.		
Mk II	5	Before inspection, remove all inspection plates, access doors, fairing, and cowling. Thoroughly clean the aircraft interior, exterior and aircraft engine.		
Mk II	6	Spinner and Spinner Bulkhead - Remove spinner, wash, and inspect for cracks and fractures.		
Mk II	7	Propeller Blades - Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.		
Mk II	8	Blades and Hub – With spinner removed, inspect blades for nicks, cracks, erosion, corrosion, dents, scratches or other defects. Repair all damage IAW appropriate manual. Inspect hub parts for cracks or wear. Check for oil and grease leaks.		
Mk II	9	Propeller Mounting Bolts – Inspect mounting bolts and safety wire for signs of looseness. Retorque mounting bolts as necessary.		
Mk II	10	Lubricate Propeller – Remove one of the lubrication fittings from each blade clamp. Pump grease into the blade clamp grease fitting until grease emerges from the hole of the removed lubrication fitting. Lubrication is complete when grease emerges in a steady flow with no air pockets or moisture, and has the color and texture of the new grease.		
Mk II	11	Propeller Governor – Check governor for security and oil leakage. Check control linkage for security, freedom of operation and proper rigging. Check security of linkage and for loose or worn linkage bolts.		
Mk II	12	Propeller Heat Slip Ring, Brushes and Boots – Inspect for condition and security.		
Mk II	13	Propeller Mounting - Check for security of installation.		
Mk II	14	Engine - Inspect for evidence of oil and fuel leaks. Wash engine and check for security of accessories.		
Mk II	15	Inspect and clean the fuel nozzle. If no airframe mounted fuel filter is installed, inspect the fuel nozzle filter.		
Mk II	16	Check the compressor discharge air tubes for cracks.		
Mk II	17	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.		
Mk II	18	Engine Cowl – Inspect engine cowl segments for security, damage, delamination and loose or missing fasteners. Inspect upper cowl doors for security; attach points and latches for cracks and wear. Check upper cowl shock mount for condition.		
Mk II	19	Engine Mount – Check mount for security and evidence of loose hardware. Inspect mount for cracks, dents, chaffing, corrosion or any other damage. Touch-up paint as required.		
Mk II	20	Engine Vibration Isolator Mounts – Inspect mounts for excessive distortion, bonding failure, tears and chaffing damage in the rubber material. Replace mount if defective.		
Mk II	21	Hoses, Metal Lines, and Fittings – Inspect for signs of oil and fuel leaks. Check for abrasions, chaffing, security, proper routing and support, and evidence of deterioration.		
Mk II	22	Exhaust – Inspect exhaust stacks for cracks, leakage, security of attachment. Inspect clamps for broken or missing lockwire and misaligned exhaust flanges.		
Mk II	23	Exhaust Ejectors – Inspect ejectors for security of attachment, cracks, dents or other damage. Check that ejectors are aligned with and centered on the engine exhaust stacks. Check attachment of struts and hardware for security and wear.		
Mk II	24	Electrical – Check all engine compartment electrical wiring for proper routing, security of attachment, chaffing and evidence of overheating.		
Mk II	25	Engine Inlet – Check engine heated inlet for security of attachment and security of electrical wiring. Check inlet for any damage and condition of cowl seal. Perform function check during engine run- up.		

DOI - CESSNA 206H SOLOY Mk II - 100 HOUR INSPECTION

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	26	Engine Controls – Check engine controls for security, proper routing, smooth operation and proper rigging. Check cable rod ends and attaching hardware for security and wear. Check engine coordinator for proper operation and rigging.		
Mk II	27	Oil Tank – Check oil tank for security and mounting brackets for cracks.		
Mk II	28	Oil Cooler – Check cooler for security of attachment, damage, cleanliness or restricted airflow.		
Mk II	29	Engine Combustor Drip Shield – Check shield for security of attachment and cracks. Ensure no contact between shield and combustor.		
Mk II	30	Cowl Support Structure – Check cowl support structure for cracks, loose rivets and loose or missing fasteners.		
Mk II	31	Cold and Hot Air Hoses - Check condition, routing, and security.		
Mk II	32	Regulator Valve and Filter - Inspect valve assembly for security of installation. Visually inspect filter for damage, deterioration and contamination. Clean or replace if required.		
Mk II	33	Interior Placards, Exterior Placards, Decals, Markings and Identification Plates - Inspect for security of installation and legibility. Refer to applicable Cessna Manual.		
Mk II	34	Emergency Locator Transmitter - Examine for security of attachment and check operation by verifying transmitter output. Check cumulative time and useful life of batteries in accordance with 14 CFR Part 91.207.		
Mk II	35	Microphone Push-To-Talk Switch - Clean the pilot's and copilot's microphone switches. Refer to applicable Cessna Manual.		
Mk II	36	Seats - Examine the seats to make sure they are serviceable and installed correctly. Make sure the seat stops and adjustment mechanism operate correctly. Examine the seat recline control and attaching hardware to make sure the hardware and lock are not damaged and are correctly installed. Lubricate the threads of the Seat Crank Handle Assembly with MIL-PRF-81322 general purpose grease.		
Mk II	37	Seat Tracks and Stops - Inspect seat tracks for condition and security of installation. Check seat track stops for damage and correct location. Inspect seat rails for cracks.		
Mk II	38	Main Battery - Examine the general condition and security. Complete a check of the level of electrolyte. Refer to appropriate Soloy Manual		
Mk II	39	Battery Box and Cables - Clean and remove any corrosion. Check cables for routing, support, and security of connections.		
Mk II	40	Battery Rack and Cables - Clean and remove any corrosion. Check cables for routing, support and security of connections. Check rack for security		
Mk II	41	Battery Vents - Check battery vent hoses for security, blockage and deterioration.		
Mk II	42	Instruments - Check general condition and markings for legibility		
Mk II	43	Instrument wiring and plumbing		
Mk II	44	Instrument, Cabin, Navigation, Beacon, Strobe, and Landing Lights - Check operation, condition of lens, and security of attachment.		
Mk II	45	Instrument and Cabin Lights - Check operation, condition of lens, and security of attachment.		
Mk II	46	Primary Flight Display (PFD) Fan and Multi-Function Display (MFD) Fan, Deck Skin Fan, and Remote Avionics Cooling Fan - Operational Check. Refer to applicable manual for further instructions.		
Mk II	47	Gyro Filter – Inspect for damage, deterioration and contamination. Clean or replace if required.		
Mk II	48	Vacuum System - Inspect for condition and security.		
Mk II	49	Vacuum System Hoses - Inspect for hardness, deterioration, looseness, or collapsed hoses.		
Mk II	50	Vacuum Generator – Check for condition and security.		
Mk II	51	Vacuum Pump - Check for condition and security. Check vacuum system breather line for obstruction, condition, and security.		
Mk II	52	Heater Components, Inlets, and Outlets - Inspect all lines, ducts, clamps, seals, and gaskets for condition, restriction, and security.		
Mk II	53	Heater Bleed Air Components - Visually inspect lines for security, leakage or obvious damage. Inspect valve for security and freedom of operation.		

DOI - CESSNA 206H SOLOY Mk II - 100 HOUR INSPECTION

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	54	Cabin Heat and Ventilation Controls - Check freedom of movement through full travel. Check friction locks for proper operation.		
Mk II	55	Restraint System, Front and Rear - Check belts for thinning, fraying, cutting, broken stitches or ultra-violet deterioration. Check system hardware for security of installation. Check inertial reels for correct operation.		
Mk II	56	Portable Hand Fire Extinguisher - Inspect for proper operating pressure, condition, security of installation and servicing date. Record weight:		
Mk II	57	Power Junction Box - Check box and cover for security. Inspect wiring and terminals for condition and security. Inspect electrical components for security. Check fuses for serviceability.		
Mk II	58	Fuel System - Inspect plumbing and components for mounting and security.		
Mk II	59	Fuel Reservoirs - Using quick drain, ensure no contamination exists.		
Mk II	60	Airframe Fuel Filter and Drain Valve - Check filter and drain valve assembly for security and evidence of leakage. Using quick drain, ensure no contamination exists. Test operation of bypass valve and indication in cockpit by depressing red indicator button on toe of filter housing.		
Mk II	61	Integral Fuel Bays - Check for evidence of leakage and condition of fuel caps, adapters, and placards. Using quick drains, ensure no contamination exists. Check quick drains for proper shut off.		
Mk II	62	Fuel Tank Vent Lines and Vent valves - Check vents for obstruction and proper positioning. Check valves for operation.		
Mk II	63	Fuel Selector Valve - Check controls for detent in each position, security of attachment, and for proper placarding.		
Mk II	64	Fuel Selector - Using quick drain, ensure no contamination exists.		
Mk II	65	Wheels, Brake Discs, and Linings - Inspect for wear, cracks, warps, dents, or other damage. Check wheel through-bolts and nuts for looseness.		
Mk II	66	Wheel Bearings – Clean, inspect and lube.		
Mk II	67	Brakes - Test toe brakes and parking brake for proper operation.		
Mk II	68	Brakes, Master Cylinders, and Parking Brake - Check master cylinders and parking brake mechanism for condition and security. Check fluid level and test operation of toe and parking brake. Refer to applicable manual for further instructions.		
Mk II	69	Tires – Check for tread wear and general condition. Check for proper inflation.		
Mk II	70	Pitot Tube and Stall Warning Vane - Check for condition and obstructions and verify operation of anti-ice heat.		
Mk II	71	Fuselage Surface - Inspect for skin damage, loose rivets, condition of paint, and check pitot-static ports and drain holes for obstruction. Inspect covers and fairings for security.		
Mk II	72	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.		
Mk II	73	Nose Gear – Inspect torque links, steering rods, and boots for condition and security of attachment. Check strut for evidence of leakage and proper extension. Check strut barrel for corrosion, pitting, and cleanliness. Check shimmy damper and/or bungees for operation, leakage, and attach points for wear and security.		
Mk II	74	Nose Gear Attachment Structure – Inspect for cracks, corrosion, or other damage and security of attachment.		
Mk II	75	Windows and Windshield - Inspect general condition. Check latches, hinges, and seals for condition, operation, and security of attachment.		
Mk II	76	Main Landing Gear Wheel Fairings and Brake Fairings - Check for cracks, dents, condition of paint, and correct scraper clearance.		
Mk II	77	Main Landing Gear Attachment Structure – Check for damage, cracks and loose rivets, bolts and nuts and security of attachment.		
Mk II	78	Main Gear Struts – Inspect for cracks, dents, corrosion and condition of paint or other damage. Check axles for condition and security.		
Mk II	79	Main Gear Spring Assemblies - Examine for cracks, dents, corrosion, condition of paint or other damage. Examine for chips, scratches, or other damage that lets corrosion get to the steel spring. Examine the axles for condition and security.		
Mk II	80	Doors - Inspect general condition. Check latches, hinges, and seals for condition, operation, and security of attachment.		

DOI - CESSNA 206H SOLOY Mk II - 100 HOUR INSPECTION

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	81	Wing Surfaces and Tips – Inspect for skin damage, loose rivets, and condition of paint.		
Mk II	82	Wing Struts and Strut Fairings - Check for dents, cracks, loose screws and rivets, and condition of paint.		
Mk II	83	Vortex Generators – Check for security of attachment, loose or missing rivets, cracks and corrosion.		
Mk II	84	Rudder - Inspect the rudder skins for cracks and loose rivets, rudder hinges for condition, cracks and security; hinge bolts, hinge bearings, hinge attach fittings, and bonding jumper for evidence of damage and wear, failed fasteners, and security. Inspect balance weight for looseness and the supporting structure for damage.		
Mk II	85	Rudder, Tips, Hinges, Stops, Clips and Cable Attachment - Check condition, security, and operation.		
Mk II	86	Rudder Control – Check freedom of movement and proper operation through full travel. Check rudder stops for damage and security. Check rudder travel if stops are damaged.		
Mk II	87	Rudder Trim – Check freedom of movement and proper operation through full travel.		
Mk II	88	Ailerons and Hinges – Check for condition, security and operation.		
Mk II	89	Aileron Structure, Control Rods, Hinges, Balance Weights, Bell Cranks, Linkage, Bolts, Pulleys, and Pulley Brackets - Check condition, operation, and security of attachment.		
Mk II	90	Aileron Controls – Check freedom of movement and proper operation through full travel with and without flaps extended.		
Mk II	91	Vertical Stabilizer Fin - Inspect bulkheads, spars, ribs, and skins for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect vertical stabilizer attach bolts for looseness. Retorque as necessary. Check security of inspection covers, fairings, and tip.		
Mk II	92	Vertical Stabilizer Fin and Tailcone - Inspect externally for skin damage and condition of paint.		
Mk II	93	Horizontal Stabilizer and Tips - Inspect externally for skin damage and condition of paint.		
Mk II	94	Horizontal Stabilizer and Tailcone structure - Inspect bulkheads, spars, ribs, and skins, for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect horizontal stabilizer attach bolts for looseness. Retorque as necessary. Check security of inspection covers, fairings, and tips.		
Mk II	95	Elevator Trim Tab and Hinges - Check condition, security, and operation.		
Mk II	96	Elevator Trim System - Check cables, push-pull rods, bellcranks, pulleys, turnbuckles, fairleads, rub strips, etc. for proper routing, condition, and security.		
Mk II	97	Elevator Control - Check freedom of movement and proper operation through full travel.		
Mk II	98	Elevator Control System – Inspect pulleys, cables, sprockets, bearings, chains and turnbuckles for condition, security and operation.		
Mk II	99	Elevator, Hinges, Stops and Cable Attachment – Check condition, security and operation.		
Mk II	100	Elevator Downspring – Check structure, bolts, linkage, bellcrank and push-pull tube for condition, operation and security. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travels if cables require tension adjustment or if stops are damaged. (Cable tension: 30 lb. ± 10 lb.)		
Mk II	101	Flaps - Check tracks, rollers, and control rods for security of attachment. Check rod end bearings for corrosion. Check operation.		
Mk II	102	Flap Actuator Threads – Clean and lubricate.		
Mk II	103	Inspect each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.		

DOI - CESSNA 206H SOLOY Mk II - 100 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	103	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	104	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	105	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		106			
ARCTIC		107			
ARCTIC		108			
ARCTIC		109			
ARCTIC		110			
ARCTIC		111			
ARCTIC		112			
ARCTIC		113			
ARCTIC		114			
ARCTIC		115			
ARCTIC		116			
TEMPERATE	Mk II	117	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	118	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	119	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		120			
TEMPERATE		121			
TEMPERATE		122			
TEMPERATE		123			
TEMPERATE		124			
TEMPERATE		125			
TEMPERATE		126			
TEMPERATE		127			
TEMPERATE		128			
TEMPERATE		129			
TEMPERATE		130			
TEMPERATE		131			
	ALL	132	All panels opened for the inspection are closed and secure.		
	ALL	133	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 100 HOUR INSPECTIONS

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

200 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		200 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Review the engine records for compliance with all mandatory bulletins, inspections, and airworthiness directives.		
Mk II	2	Review the engine records for time or cycle limited parts, components, accessories, or modules.		
Mk II	3	Enter component changes, inspection compliance, etc. in logbook as required.		
Mk II	4	Inspect Hartzell Propeller as instructed below.		
		1) Remove the spinner dome.		
		2) Visually inspect the entire blade for nicks and cracks. If any damage is discovered, Refer to the appropriate Hartzell Maintenance Manual.		
		A) A cracked blade must be referred to an appropriately licensed propeller repair facility.		
		3) Inspect all visible propeller parts for cracks, wear, or unsafe conditions.		
		4) Check for oil and grease leaks. Refer to the appropriate section of Hartzell Manual.		
		5) If a blade track problem is suspected, check the blade track. Refer to the appropriate section of Hartzell Manual.		
		6) Make an entry in the log book verifying this inspection.		
		7) Lubricate the propeller assembly. Refer to the appropriate section of Hartzell Manual.		
Mk II	5	Lubricate the propeller assembly. Refer to the appropriate section of Hartzell Manual.		
Mk II	6	Propeller Mounting Bolts - Inspect mounting bolts and safety wire for signs of looseness. Retorque mounting bolts as required.		
Mk II	7	Propeller Hub - Check general condition.		
Mk II	8	Clean the compressor with a chemical wash solution as required if operating in a corrosive or erosive (contaminant-laden) environment.		
Mk II	9	Check the entire engine for loose or missing bolts, broken or loose connections, security of mounting accessory, and broken or missing lockwire. Check accessible areas for obvious damage and signs of fuel, air, or oil leakage. Loose connections also includes the requirement to check the slippage marks of all B-nut connections in the engine control system.		
Mk II	10	Check the mounting and support bolts to be sure they are tight, lockwired, and in good condition. Check the security of screws and rivets.		
Mk II	11	Check accessible fuel system components, lines, and connections for security, damage, or leakage. Accomplish with the boost pump on, if available.		
Mk II	12	Check the fuel control and power turbine governor linkage for freedom of operation, full travel, and proper rigging. Check security of linkage and for loose or worn linkage and linkage bolts.		
Mk II	13	Check the compressor inlet guide vanes and visible blades and vanes for foreign object damage. Remove all foreign material that can be drawn into the compressor inlet.		
Mk II	14	Check the compressor scroll for cracks or breaks at the anti-ice air valve and customer bleed port. If cracks or breaks are detected, check the engine for possible vibration causes.		
Mk II	15	Check the Pc filter for proper clamping and security.		
Mk II	16	Using a 10X power glass, inspect the condition of the Pc filter end fitting for distress and cracks, and the elbow in the scroll for distress, cracks, and proper alignment. No cracks are permitted in either the Pc filter or the compressor scroll.		
Mk II	17	Remove the Scroll-to-Pc Filter Tube Assembly and inspect for cracks using a 10X power glass. Pay particular attention to the flared ends of the tube for cracks, and to the areas beneath the floating ferrules for fretting damage. Tubes found to contain cracks and/or excessive fretting damage are to be replaced by new parts of the same part number as removed.		
		NOTE: Excessive fretting is present when the ferrule has chafed the tube sufficiently to wear a step that can be felt with a thumbnail or other inspection aid.		

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTION

ACFT TYPE		200 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	18	Examine the anti-icing solenoid (all models) and overspeed solenoid valve (M250-- B17F/I only) for loose, chafed, frayed, or broken wires. Examine loose connectors and security of the attachment.		
Mk II	19	Check the anti-icing valve for security, worn parts, and correct operation. the anti-icing valve does not need to be removed or disassembled unless a problem is detected.		
Mk II	20	Examine the compressor mount inserts for looseness or oil leakage. Replace if loose and check the engine for possible vibration and causes.		
Mk II	21	Examine the turbine support assemblies and engine exhaust ducts for the condition of welded joints and for cracks and buckling. Check the exhaust duct clamps for correct installation, condition, and torque. Reference the appropriate airframe maintenance manual for torque.		
Mk II	22	Examine and clean the turbine pressure oil system check valve.		
Mk II	23	Examine and clean the pressure oil tube screen assembly.		
Mk II	24	Measure the oil flow from the scavenge passage or external sump of the power turbine support and scavenge passage of the gas producer turbine support.		
Mk II	25	Inspect, clean, and check the magnetic drain plugs.		
Mk II	26	If installed, inspect the start counter for proper operation (increase in count) and for loose, chafed, frayed or broken wires, and loose connectors.		
Mk II	27	(M250--B17F/I only) Inspect the electrical harness for loose, chafed, frayed or broken wires, and loose connectors.		
Mk II	28	Check the condition of the bleed valve gasket (without removing the bleed valve). Replace the gasket if air leaks (blowouts) can be detected.		
Mk II	29	Clean the burner drain valve.		
Mk II	30	Inspect the ignition lead for burning, chafing, or cracking of the conduit. Inspect for loose connectors and broken lockwire.		
Mk II	31	Remove, inspect, and clean the oil filter. Note any accumulation of metal chips, debris, or carbon particles. Conduct further inspection of the lube system and/or gear train/bearings if metal chips or debris are found.		
		NOTE: Follow the STC manufacturer's recommendations regarding replacement/cleaning of external oil filter elements. Inspect the removed elements for any accumulations of metal chips, debris, or carbon particles. It can prove helpful to cut apart disposable (paper) filter elements to facilitate this inspection. If chips, debris, or carbon particles are found, proceed with an additional inspection/maintenance.		
Mk II	32	Inspect the magnetic chip detector plugs.		
Mk II	33	Inspect the compressor case, blades, and vanes when operating in an erosive and/or corrosive environment. 10x power magnification is recommended for corrosion pit inspection.		
		CAUTION: INSPECTION FREQUENCY MUST BE BASED ON THE NATURE OF THE EROSION AND/OR CORROSIVE ENVIRONMENT. THE OPERATING ENVIRONMENT CAN DICTATE A MORE FREQUENT INSPECTION INTERVAL. WHEN OPERATING IN A CORROSIVE AND/OR EROSION ENVIRONMENT FOR NON--COATED COMPRESSOR WHEELS, THE INSPECTION MUST NOT EXCEED 300 HOURS OR 6 MONTHS. FOR COATED COMPRESSOR WHEELS, THE INSPECTION MUST NOT EXCEED 300 HOURS OR 12 MONTHS. IF ANY PARENT METAL IS EXPOSED DUE TO CORROSION AND/OR EROSION, THE INSPECTION REQUIREMENT MUST REVERT BACK TO 300 HOURS OR 6 MONTHS.		

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTION

ACFT TYPE		200 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	34	If the aircraft is equipped with an engine fuel filter differential pressure warning system, replace the throw-away filter only when an indication of contamination is obtained or every 300 hours, whichever comes first. If the aircraft is not equipped with a differential pressure warning system, replace the fuel filter every 300 hours unless operating experience demonstrates that smaller time increments are advisable. Before discarding the filter, inspect for signs of contaminants. If contaminants are found, examine the entire fuel system and clean if necessary. Verify Step 82 (pump bypass valve operation check) has been completed before reassembly.		
		CAUTION: WHEN THERE IS EVIDENCE THAT THE FUEL PUMP FILTER HAS BEEN BYPASSED, THE GAS PRODUCER FUEL CONTROL INLET FILTER, THE FUEL NOZZLE FILTER, THE GOVERNOR FILTER, AND THE HIGH--PRESSURE FUEL FILTER, IF APPLICABLE, MUST BE CLEANED. (REFER TO SPECIAL INSTRUCTIONS, TABLE 604) IF ANY CONTAMINATION IS FOUND IN THE FUEL NOZZLE FILTER, THIS WILL REQUIRE THAT THE FUEL CONTROL BE SENT TO AN AUTHORIZED REPAIR FACILITY FOR INTERNAL CLEANING. REFERENCE MUST ALSO BE MADE TO THE AIRFRAME MAINTENANCE MANUAL FOR FUEL SYSTEM MAINTENANCE FOLLOWING FUEL CONTAMINATION.		
Mk II	35	Do a fuel pump bypass valve operation check when a fuel filter is replaced. NOTE: Applicable to Sundstrand/Pesco and Argo--Tech/TRW manufactured pumps only.		
Mk II	36	Purge air from the filter bowl area of the single element pump.		
Mk II	37	Remove and disassemble the fuel nozzle. Clean and examine the fuel nozzle filter assembly. Reassemble and install the fuel nozzle.		
Mk II	38	Inspect and clean the No. 1 bearing oil pressure reducer.		
Mk II	39	Visually inspect the turbine external sump. Clean the internal carbonous deposits from the sump.		
Mk II	40	Inspect the power turbine support scavenge strut. Clean internal carbonous deposits from the strut.		
Mk II	41	Remove, clean, and inspect the Pc filter every 300 hours or earlier as engine performance dictates.		
Mk II	42	Examine the thermocouple assembly (TOT/MGT).		
Mk II	43	Engine Shock Mounts, Engine Mount Structure, and Ground Straps - Check condition, security, and alignment.		
Mk II	44	Starter-Generator - Remove starter-generator and inspect brushes. Replace brushes if less than 1/4 of wear line remains. Replace shaft packing. Inspect more often if service experience indicates necessity.		
Mk II	45	Engine Oil Scavenge Filter – Inspect filter element for contamination. Replace filter whenever changing oil. Oil filter is non-cleanable.		
Mk II	46	T.O.T. Calibration – Check T.O.T. instrument for calibration using a Barfield TT1000A, or equivalent, calibrating device.		
Mk II	47	Inspect and clean the fuel nozzle. If no airframe mounted fuel filter is installed, inspect the fuel nozzle filter.		
Mk II	48	Check the compressor discharge air tubes for cracks.		
Mk II	49	Visually inspect the Outer Combustion Case (OCC) (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a bubble leak check (Leak Tec) for installed OCC's and an Fluid Penetrant Inspection for removed OCC's.		
H,Mk II	50	Firewall Structure - Inspect for wrinkles, damage, cracks, sheared rivets, etc.		
H,Mk II	51	Instrument Lines, Fittings, Ducting, and Instrument Panel Wiring - Check for proper routing, support, and security of attachment.		
H,Mk II	52	Magnetic Compass - Inspect for security of installation, cleanliness, and evidence of damage.		
H,Mk II	53	Upholstery, Headliner, Trim, and Carpeting - Check condition and security.		
H, Mk II	54	Ventilation System - Inspect clamps, hoses and valves for condition and security.		

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTION

ACFT TYPE		200 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	55	Upholstery, Headliner, Trim and Carpeting - Check condition and security.		
Mk II	56	Cabin Heat and Ventilation Controls - Check freedom of movement through full travel. Check friction locks for proper operation.		
Mk II	57	Communication Antennas and Cables - Inspect for security of attachment, connection and evidence of damage.		
Mk II	58	Microphones, Headsets and Jacks - Inspect for cleanliness, security and evidence of damage.		
Mk II	59	Oxygen System - Inspect masks, hoses, lines and fittings for condition, routing and support. Test operation and check for leaks.		
Mk II	60	General Airplane and System Wiring - Inspect for proper routing, chafing, broken or loose terminals, SIMMS general condition, broken or inadequate clamps, and sharp bends in wiring.		
Mk II	61	Switch and Circuit Breaker Panel - Check switches and breakers for security and condition. Inspect wiring for condition and security		
Mk II	62	Instrument Panel Ground Straps - Inspect for deterioration, cracks and security of attachment.		
Mk II	63	Instrument Lines, Fittings, Ducting and Instrument Panel Wiring - Check for proper routing, support, chaffing and security of attachment.		
Mk II	64	Instrument Panel Mounted Avionics Units - Inspect for deterioration, cracks and security of instrument panel mounts. Inspect for security of electrical connections, condition and security of wiring.		
Mk II	65	Avionics Operating Controls - Inspect for security, proper operation of controls and switches and ensure that all digital segments illuminate properly.		
Mk II	66	Navigation Indicators, Controls, and Components - Inspect for condition and security.		
Mk II	67	Navigation Antennas and Cables - Inspect for security of attachment, connection and condition.		
Mk II	68	Static System - Inspect for security of installation, cleanliness and evidence of damage.		
Mk II	69	Control Wheel Lock – Check general condition and operation.		
Mk II	70	Control Linkage – Inspect pulleys, cables, bearings and turnbuckles for condition and security.		
Mk II	71	Nose Gear Fork – Inspect for cracks, general condition and security of attachment.		
Mk II	72	Nose Gear Steering Mechanism – Check for wear, security and proper rigging.		
Mk II	73	Brake Lines, Wheel Cylinders, Hoses, Clamps and Fittings – Check for leaks, condition, security and bulges and deterioration in hoses. Check brake lines and hoses for proper routing and support.		
Mk II	74	Flap Motor, Actuator, and Limit Switches (electric flaps) – Check wiring and terminals for condition and security. Check actuator for condition and security.		
Mk II	75	Elevator Trim Control and Indicator - Check freedom of movement and proper operation through full travel. Check pulleys, cables, sprockets, bearings, chains, and turnbuckles for condition and security. Check electric trim controls for operation as applicable. Check cables for tension, routing, fraying, corrosion, and turnbuckle safety.		
Mk II	61	External Power Receptacle and Power Cables - Inspect for condition and security.		
Mk II	69	Internal Fuselage Structure – Inspect bulkheads, doorposts, stringers, doublers and skins for corrosion, cracks, buckles and loose rivets, bolts and nuts.		
Mk II	70	Wing Access Plates – Check for damage and security of installation.		
Mk II	71	Wing Spar and Wing Strut Fittings – Check for evidence of wear. Check attach bolts for indication of looseness and retorquing as required.		
Mk II	72	Wing Structure – Inspect spars, ribs, skins, and stringers for cracks, wrinkles, loose rivets, corrosion or other damage.		
Mk II	73	Ailerons and Cables – Check operation and security of stops. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travel if cable tension requires adjustment or if stops are damaged. Check fairleads and rub strips for condition. (Cable tension: 40 lb. ± 10 lb.)		
Mk II	71	Rudder – Check internal surfaces for corrosion, condition of fasteners and balance weight attachment.		

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTION

ACFT TYPE		200 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	72	Rudder Pedals and Linkage – Check for general condition, proper rigging and operation. Check for security of attachment.		
Mk II	73	Rudder Cables – Check cables for tension, routing, fraying and corrosion and turnbuckle safety. (Cable tension: 30 lb. ± 10 lb.)		
Mk II	74	Elevator Trim Tab Actuators – Check free play limits. If limits are exceeded, lubricate and recheck. If free play still exceeds limits, actuator must be overhauled or replaced.		
Mk II	75	Elevator Trim Tab Stop Blocks – Inspect for damage and security.		
Mk II	76	Wing Flap Control – Check operation through full travel and observe flap position indicator for proper indication.		
Mk II	77	Flap Structure, Linkage, Bellcranks, Pulleys and Pulley Brackets – Check for condition, operation and security.		
Mk II	78	Flaps and Cables – Check cables for proper tension, routing, fraying, corrosion and turnbuckle safety. Check travel if cable tension requires adjustment. (Cable tension: 70 lb. ± 10lb)		
Mk II	79	Flap Motor, Actuator and Limit Switches – Check wiring and terminals for condition and security. Check actuator for condition and security.		

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 200 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	80	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	81	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	82	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		83			
ARCTIC		84			
ARCTIC		85			
ARCTIC		86			
ARCTIC		87			
ARCTIC		88			
ARCTIC		89			
ARCTIC		90			
ARCTIC		91			
ARCTIC		92			
ARCTIC		93			
TEMPERATE	Mk II	94	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	95	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	96	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		97			
TEMPERATE		98			
TEMPERATE		99			
TEMPERATE		100			
TEMPERATE		101			
TEMPERATE		102			
TEMPERATE		103			
TEMPERATE		104			
TEMPERATE		105			
TEMPERATE		106			
TEMPERATE		107			
TEMPERATE		108			
	ALL	109	All panels opened for the inspection are closed and secure.		
	ALL	110	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 200 HOUR INSPECTIONS

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

ANNUAL SCHEDULED MAINTENANCE CHECKS

ANNUAL INCLUDES ALL 50 HOUR, 100 HOUR AND 200 HOUR INSPECTIONS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect aircraft records to verify that all applicable Cessna Service Information Letters, Cessna Service Bulletins and Supplier Service Bulletins are complied with.		
Mk II	2	Inspect aircraft records to verify that all applicable Airworthiness Directives and Federal Aviation Regulations are complied with.		
Mk II	3	Inspect aircraft records to verify that all logbook entries required by the Federal Aviation Regulations are complied with.		
Mk II	4	Inspect aircraft records to verify that all SID Inspections have been complied with as scheduled.		
Mk II	5	Before inspection, remove all inspection plates, access doors, fairing, and cowling. Thoroughly clean the aircraft and aircraft engine.		
Mk II	6	Spinner and Spinner Bulkhead - Remove spinner, wash, and inspect for cracks and fractures.		
Mk II	7	Propeller Blades - Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.		
Mk II	8	Blades and Hub – With spinner removed, inspect blades for nicks, cracks, erosion, corrosion, dents, scratches or other defects. Repair all damage IAW appropriate manual. Inspect hub parts for cracks or wear. Check for oil and grease leaks.		
Mk II	9	Propeller Mounting Bolts – Inspect mounting bolts and safety wire for signs of looseness. Retorque mounting bolts as necessary.		
Mk II	10	Lubricate Propeller – Remove one of the lubrication fittings from each blade clamp. Pump grease into the blade clamp grease fitting until grease emerges from the hole of the removed lubrication fitting. Lubrication is complete when grease emerges in a steady flow with no air pockets or moisture, and has the color and texture of the new grease.		
Mk II	11	Propeller Governor – Check governor for security and oil leakage. Check control linkage for security, freedom of operation and proper rigging. Check security of linkage and for loose or worn linkage bolts.		
Mk II	12	Propeller Heat Slip Ring, Brushes and Boots – Inspect for condition and security.		
Mk II	13	Propeller Mounting - Check for security of installation.		
Mk II	14	Inspect Hartzell Propeller as instructed below.		
		Remove the spinner dome.		
		Visually inspect the entire blade for nicks and cracks. If any damage is discovered. Refer to appropriate Hattzell manual.		
		A cracked blade must be referred to an appropriately licensed propeller repair facility.		
		Inspect all visible propeller parts for cracks, wear, or unsafe conditions.		
		Check for oil and grease leaks. Refer to appropriate Hattzell manual.		
		If a blade track problem is suspected, check the blade track. Refer to appropriate Hattzell manual.		
		Make an entry in the log book verifying this inspection.		
		Lubricate the propeller assembly. Refer to appropriate Hattzell manual.		
Mk II	15	Lubricate the propeller assembly.		
Mk II	16	Engine Cowl – Inspect engine cowl segments for security, damage, delamination and loose or missing fasteners. Inspect upper cowl doors for security; attach points and latches for cracks and wear. Check upper cowl shock mount for condition.		
Mk II	17	Cowl Support Structure – Check cowl support structure for cracks, loose rivets and loose or missing fasteners.		
Mk II	18	Engine - Inspect for evidence of oil and fuel leaks. Wash engine and check for security of accessories.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	19	Engine Inlet – Check engine heated inlet for security of attachment and security of electrical wiring. Check inlet for any damage and condition of cowl seal. Perform function check during engine run- up.		
Mk II	20	Hoses, Metal Lines, and Fittings – Inspect for signs of oil and fuel leaks. Check for abrasions, chaffing, security, proper routing and support, and evidence of deterioration.		
Mk II	21	Inspect and clean the fuel nozzle. If no airframe mounted fuel filter is installed, inspect the fuel nozzle filter.		
Mk II	22	Check the compressor discharge air tubes for cracks.		
Mk II	23	Engine Combustor Drip Shield – Check shield for security of attachment and cracks. Ensure no contact between shield and combustor.		
Mk II	24	Engine support structure. Make sure you inspect these areas: 1. Tunnel structure side walls. 2. Shock mount support brackets.		
Mk II	25	Engine Shock Mounts, Engine Mount Structure, and Ground Straps - Check condition, security, and alignment.		
Mk II	26	Clean magnetic plugs. Test the system as follows: Reconnect the magnetic plugs to the electrical connectors and energize aircraft electrical system. Check one plug at a time by touching the plug probe to a well grounded area of bare metal on the engine. Check that the OIL CHIPS light illuminates on the annunciator light panel.		
Mk II	27	Engine Controls – Check engine controls for security, proper routing, smooth operation and proper rigging. Check cable rod ends and attaching hardware for security and wear. Check engine coordinator for proper operation and rigging.		
Mk II	28	Oil Tank – Check oil tank for security and mounting brackets for cracks.		
Mk II	29	Oil Cooler - Check for obstructions, leaks, and security of attachment.		
Mk II	30	Visually inspect the Outer Combustion Case (OCC) (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a bubble leak check (Leak Tec) for installed OCC's and an Fluid Penetrant Inspection for removed OCC's.		
Mk II	31	Exhaust – Inspect exhaust stacks for cracks, leakage, security of attachment. Inspect clamps for broken or missing lockwire and misaligned exhaust flanges.		
Mk II	32	Exhaust Ejectors – Inspect ejectors for security of attachment, cracks, dents or other damage. Check that ejectors are aligned with and centered on the engine exhaust stacks. Check attachment of struts and hardware for security and wear.		
Mk II	33	Electrical – Check all engine compartment electrical wiring for proper routing, security of attachment, chaffing and evidence of overheating.		
Mk II	34	Vacuum Manifold Check Valve - Complete a check for the proper operation. (Only airplanes with A29dual vacuum pumps or Airborne manifolds. Refer to the Airborne Air & Fuel Products Service Letter Number 39A or latest revision, and in accordance with SB02-37-04.) Refer to appropriate Cessna manual.		
Mk II	35	Vacuum System - Inspect for condition and security.		
Mk II	36	Vacuum System Hoses - Inspect for hardness, deterioration, looseness, or collapsed hoses.		
Mk II	37	Vacuum Generator – Check for condition and security.		
Mk II	38	Vacuum Pump - Check for condition and security. Check vacuum system breather line for obstruction, condition, and security.		
Mk II	39	Firewall Structure - Inspect for wrinkles, damage, cracks, sheared rivets, etc.		
Mk II	40	Regulator Valve and Filter - Inspect valve assembly for security of installation. Visually inspect filter for damage, deterioration and contamination. Clean or replace if required.		
Mk II	41	Instrument, Cabin, Navigation, Beacon, Strobe, and Landing Lights - Check operation, condition of lens, and security of attachment.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	42	Instrument and Cabin Lights - Check operation, condition of lens, and security of attachment.		
Mk II	43	Instrument Panel Mounted Avionics Units - Inspect for deterioration, cracks and security of instrument panel mounts. Inspect for security of electrical connections, condition and security of wiring.		
Mk II	44	Power Junction Box - Check operation and condition. Check availability and condition of spare fuse (if applicable).		
Mk II	45	Power Junction Box - Check box and cover for security. Inspect wiring and terminals for condition and security. Inspect electrical components for security. Check fuses for serviceability.		
Mk II	46	Primary Flight Display (PFD) Fan and Multi-Function Display (MFD) Fan, Deck Skin Fan, and Remote Avionics Cooling Fan - Operational Check. Refer to appropriate Cessna manual.		
Mk II	47	Gyro Filter – Inspect for damage, deterioration and contamination. Clean or replace if required.		
Mk II	48	Avionics Operating Controls - Inspect for security, proper operation of controls and switches and ensure that all digital segments illuminate properly.		
Mk II	49	Navigation Indicators, Controls, and Components - Inspect for condition and security.		
Mk II	50	Navigation Antennas and Cables - Inspect for security of attachment, connection and condition.		
Mk II	51	Communication Antennas and Cables - Inspect for security of attachment, connection and evidence of damage.		
Mk II	52	Microphones, Headsets and Jacks - Inspect for cleanliness, security and evidence of damage.		
Mk II	53	Emergency Locator Transmitter - Inspect for security of attachment and check operation by verifying transmitter output. Check cumulative time and useful life of batteries in accordance with FAR Part 91.207. Battery Due Date:		
Mk II	54	Magnetic Compass - Inspect for security of installation, cleanliness, and evidence of damage.		
Mk II	55	Pitot Tube and Stall Warning Vane - Check for condition and obstructions and verify operation of anti-ice heat.		
Mk II	56	Instruments - Check general condition and markings for legibility.		
Mk II	57	Instrument wiring and plumbing		
Mk II	58	Instrument Panel Ground Straps - Inspect for deterioration, cracks and security of attachment.		
Mk II	59	Instrument Lines, Fittings, Ducting and Instrument Panel Wiring - Check for proper routing, support, chaffing and security of attachment.		
Mk II	60	General Airplane and System Wiring - Inspect for proper routing, chafing, broken or loose terminals, SIMMS general condition, broken or inadequate clamps, and sharp bends in wiring.		
Mk II	61	External Power Receptacle and Power Cables - Inspect for condition and security.		
Mk II	62	Essential and Crossfeed Bus Diodes - Check for proper operation. Complete the Essential and Crossfeed Bus Diode Inspection. Refer to appropriate Cessna manual.		
Mk II	63	Switch and Circuit Breaker Panel - Check switches and breakers for security and condition. Inspect wiring for condition and security		
Mk II	64	Main Battery - Examine the general condition and security. Complete a check of the level of electrolyte. Refer to appropriate Cessna manual.		
Mk II	65	Battery Box and Cables - Clean and remove any corrosion. Check cables for routing, support, and security of connections.		
Mk II	66	Battery Rack and Cables - Clean and remove any corrosion. Check cables for routing, support and security of connections. Check rack for security		
Mk II	67	Battery Vents - Check battery vent hoses for security, blockage and deterioration.		
Mk II	68	Standby Battery - Complete the Standby Battery Capacity Test. Refer to appropriate Cessna manual.		
Mk II	69	Control Wheel Lock – Check general condition and operation.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	70	Control Linkage – Inspect pulleys, cables, bearings and turnbuckles for condition and security.		
Mk II	71	Autopilot Rigging – Refer to autopilot-maintenance practices.		
Mk II	72	Autopilot Servo Capstan Assemblies – Check slip- clutch torque settings. Refer to appropriate Soly manual.		
Mk II	73	Autopilot Servo Actuators – Inspect for evidence of corrosion and/or buildup of dirt or other particulate matter which may interfere with servo operation. Refer to appropriate Soly manual.		
Mk II	74	Interior Placards, Exterior Placards, Decals, Markings and Identification Plates - Inspect for security of installation and legibility. Refer to appropriate Cessna manual.		
Mk II	75	Cold and Hot Air Hoses - Check condition, routing, and security.		
Mk II	76	Ventilation System - Inspect clamps, hoses and valves for condition and security.		
Mk II	77	Upholstery, Headliner, Trim and Carpeting - Check condition and security.		
Mk II	78	Cabin Heat and Ventilation Controls - Check freedom of movement through full travel. Check friction locks for proper operation.		
Mk II	79	Oxygen System - Inspect masks, hoses, lines and fittings for condition, routing and support. Test operation and check for leaks.		
Mk II	80	Cockpit Mounted Halon Type Fire Extinguisher - Weigh bottle. Bottle must be reserviced by qualified individual if more than 2 ounces is lost. Record weight:		
Mk II	81	Portable Hand Fire Extinguisher - Inspect for proper operating pressure, condition, security of installation and servicing date. Record weight:		
Mk II	82	Windows and Windshield - Inspect general condition. Check latches, hinges, and seals for condition, operation, and security of attachment.		
Mk II	83	Doors - Inspect general condition. Check latches, hinges, and seals for condition, operation, and security of attachment.		
Mk II	84	Seats - Examine the seats to make sure they are serviceable and installed correctly. Make sure the seat stops and adjustment mechanism operate correctly. Examine the seat recline control and attaching hardware to make sure the hardware and lock are not damaged and are correctly installed. Lubricate the threads of the Seat Crank Handle Assembly with MIL-PRF-81322 general purpose grease.		
Mk II	85	Seat Tracks and Stops - Inspect seat tracks for condition and security of installation. Check seat track stops for damage and correct location. Inspect seat rails for cracks.		
Mk II	86	Restraint System, front and rear - Check belts for thinning, fraying, cutting, broken stitches, or ultra-violet deterioration. Check system hardware for security of installation.		
Mk II	87	Restraint System, Front and Rear - Check belts for thinning, fraying, cutting, broken stitches or ultra-violet deterioration. Check system hardware for security of installation. Check inertial reels for correct operation.		
Mk II	88	AMSAFE Aviation Inflatable Restraint (AAIR) - Examine the restraint for dirt, frayed edges, unserviceable stitching, loose connections, and other wear. Refer to appropriate Cessna manual.		
Mk II	89	Heater Components, Inlets, and Outlets - Inspect all lines, ducts, clamps, seals, and gaskets for condition, restriction, and security.		
Mk II	90	Heater Bleed Air Components - Visually inspect lines for security, leakage or obvious damage. Inspect valve for security and freedom of operation.		
Mk II	91	Fuel System - Inspect plumbing and components for mounting and security.		
Mk II	92	Fuel Tank Vent Lines and Vent valves - Check vents for obstruction and proper positioning. Check valves for operation.		
Mk II	93	Fuel Selector Valve - Check controls for detent in each position, security of attachment, and for proper placarding.		
Mk II	94	Fuel Selector - Using quick drain, ensure no contamination exists.		
Mk II	95	Fuel Reservoirs - Using quick drain, ensure no contamination exists.		
Mk II	96	Integral Fuel Bays - Check for evidence of leakage and condition of fuel caps, adapters, and placards. Using quick drains, ensure no contamination exists. Check quick drains for proper shut off.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	97	Airframe Fuel Filter and Drain Valve - Check filter and drain valve assembly for security and evidence of leakage. Using quick drain, ensure no contamination exists. Test operation of bypass valve and indication in cockpit by depressing red indicator button on toe of filter housing.		
Mk II	98	Tires – Check for tread wear and general condition. Check for proper inflation.		
Mk II	99	Wheels, Brake Discs, and Linings - Inspect for wear, cracks, warps, dents, or other damage. Check wheel through-bolts and nuts for looseness.		
Mk II	100	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.		
Mk II	101	Nose Gear – Inspect torque links, steering rods, and boots for condition and security of attachment. Check strut for evidence of leakage and proper extension. Check strut barrel for corrosion, pitting, and cleanliness. Check shimmy damper and/or bungees for operation, leakage, and attach points for wear and security.		
Mk II	102	Nose Gear Attachment Structure – Inspect for cracks, corrosion, or other damage and security of attachment.		
Mk II	103	Nose Gear Fork – Inspect for cracks, general condition and security of attachment.		
Mk II	104	Nose Gear Steering Mechanism – Check for wear, security and proper rigging.		
Mk II	105	Main Gear Spring Assemblies - Examine for cracks, dents, corrosion, condition of paint or other damage. Examine for chips, scratches, or other damage that lets corrosion get to the steel spring. Examine the axles for condition and security.		
Mk II	106	Main Landing Gear Wheel Fairings and Brake Fairings - Check for cracks, dents, condition of paint, and correct scraper clearance.		
Mk II	107	Main Landing Gear Attachment Structure – Check for damage, cracks and loose rivets, bolts and nuts and security of attachment.		
Mk II	108	Main Gear Struts – Inspect for cracks, dents, corrosion and condition of paint or other damage. Check axles for condition and security.		
Mk II	109	Brakes - Test toe brakes and parking brake for proper operation.		
Mk II	110	Brake Lines, Wheel Cylinders, Hoses, Clamps and Fittings – Check for leaks, condition, security and bulges and deterioration in hoses. Check brake lines and hoses for proper routing and support.		
Mk II	111	Brakes, Master Cylinders, and Parking Brake - Check master cylinders and parking brake mechanism for condition and security. Check fluid level and test operation of toe and parking brake. Refer to appropriate Cessna manual.		
Mk II	112	Wheel Bearings – Clean, inspect and lube.		
Mk II	113	Static System - Inspect for security of installation, cleanliness and evidence of damage.		
Mk II	114	Wing Surfaces and Tips – Inspect for skin damage, loose rivets, and condition of paint.		
Mk II	115	Wing Struts and Strut Fairings - Check for dents, cracks, loose screws and rivets, and condition of paint.		
Mk II	116	Wing Access Plates – Check for damage and security of installation.		
Mk II	117	Wing Spar and Wing Strut Fittings – Check for evidence of wear. Check attach bolts for indication of looseness and retorque as required.		
Mk II	118	Wing Structure – Inspect spars, ribs, skins, and stringers for cracks, wrinkles, loose rivets, corrosion or other damage.		
Mk II	119	Wing structure internal. Make sure you inspect these areas: 1. Main spar upper and lower carry-thru fittings. 2. Main spar upper and lower caps. 3. Main spar web.		
Mk II	120	Wing Flap Control – Check operation through full travel and observe flap position indicator for proper indication.		
Mk II	121	Vortex Generators – Check for security of attachment, loose or missing rivets, cracks and corrosion.		
Mk II	122	Flap Actuator Threads – Clean and lubricate.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	123	Flaps - Check tracks, rollers, and control rods for security of attachment. Check rod end bearings for corrosion. Check operation.		
Mk II	124	Flap Structure, Linkage, Bellcranks, Pulleys and Pulley Brackets – Check for condition, operation and security.		
Mk II	125	Flaps and Cables – Check cables for proper tension, routing, fraying, corrosion and turnbuckle safety. Check travel if cable tension requires adjustment. (Cable tension: 70 lb. ± 10lb)		
Mk II	126	Flap Motor, Actuator and Limit Switches – Check wiring and terminals for condition and security. Check actuator for condition and security.		
Mk II	127	Ailerons and Cables – Check operation and security of stops. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travel if cable tension requires adjustment or if stops are damaged. Check fairleads and rub strips for condition. (Cable tension: 40 lb. ± 10 lb.)		
Mk II	128	Aileron Structure, Control Rods, Hinges, Balance Weights, Bell Cranks, Linkage, Bolts, Pulleys, and Pulley Brackets - Check condition, operation, and security of attachment.		
Mk II	129	Aileron Controls – Check freedom of movement and proper operation through full travel with and without flaps extended.		
Mk II	130	Rudder - Inspect the rudder skins for cracks and loose rivets, internal surfaces for corrosion, rudder hinges for condition, cracks and security; hinge bolts, hinge bearings, hinge attach fittings, and bonding jumper for evidence of damage and wear, failed fasteners, and security. Inspect balance weight for looseness and the supporting structure for damage.		
Mk II	131	Rudder, Tips, Hinges, Stops, Clips and Cable Attachment - Check condition, security, and operation.		
Mk II	132	Rudder Control – Check freedom of movement and proper operation through full travel. Check rudder stops for damage and security. Check rudder travel if stops are damaged.		
Mk II	133	Rudder Trim – Check freedom of movement and proper operation through full travel.		
Mk II	134	Rudder Pedals and Linkage – Check for general condition, proper rigging and operation. Check for security of attachment.		
Mk II	135	Rudder Cables – Check cables for tension, routing, fraying and corrosion and turnbuckle safety. (Cable tension: 30 lb. ± 10 lb.)		
Mk II	136	Elevator Trim Tab and Hinges - Check condition, security, and operation.		
Mk II	137	Elevator Trim System - Check cables, push-pull rods, bellcranks, pulleys, turnbuckles, fairleads, rub strips, sprockets, bearings, etc. for proper routing, condition, and security. Check elevator trim travel and cable tension.		
Mk II	138	Elevator, Hinges, Stops and Cable Attachment – Check condition, security and operation.		
Mk II	139	Elevator Downspring – Check structure, bolts, linkage, bellcrank and push-pull tube for condition, operation and security. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travels if cables require tension adjustment or if stops are damaged. (Cable tension: 30 lb. ± 10 lb.)		
Mk II	140	Elevator Control - Check freedom of movement and proper operation through full travel.		
Mk II	141	Elevator Trim Control and Indicator - Check freedom of movement and proper operation through full travel. Check pulleys, cables, sprockets, bearings, chains, and turnbuckles for condition and security. Check electric trim controls for operation as applicable. Check cables for tension, routing, fraying, corrosion, and turnbuckle safety.		
Mk II	142	Elevator and Elevator Tab. Inspect foam filled elevator trailing edge and foam filled elevator tab for corrosion.		
Mk II	143	Elevator Trim Tab Actuators – Check free play limits. If limits are exceeded, lubricate and recheck. If free play still exceeds limits, actuator must be overhauled or replaced.		
Mk II	144	Elevator Trim Tab Stop Blocks – Inspect for damage and security.		
Mk II	145	Vertical Stabilizer Fin - Inspect bulkheads, spars, ribs, and skins for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect vertical stabilizer attach bolts for looseness. Retorque as necessary. Check security of inspection covers, fairings, and tip.		
Mk II	146	Vertical Stabilizer Fin and Tailcone - Inspect externally for skin damage and condition of paint.		
Mk II	147	Horizontal Stabilizer and Tips - Inspect externally for skin damage and condition of paint.		
Mk II	148	Horizontal Stabilizer and Tailcone structure - Inspect bulkheads, spars, ribs, and skins, for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect horizontal stabilizer attach bolts for looseness. Retorque as necessary. Check security of inspection covers, fairings, and tips.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ACFT TYPE		ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	149	Fuselage Surface - Inspect for skin damage, loose rivets, condition of paint, and check pitot-static ports and drain holes for obstruction. Inspect covers and fairings for security.		
Mk II	150	Internal Fuselage Structure – Inspect bulkheads, doorposts, stringers, doublers and skins for corrosion, cracks, buckles and loose rivets, bolts and nuts.		
Mk II	151	Inspect each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTION

ZONE	ACFT TYPE		SUPPLEMENTAL ANNUAL INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	152	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	153	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	154	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		155			
ARCTIC		156			
ARCTIC		157			
ARCTIC		158			
ARCTIC		159			
ARCTIC		160			
ARCTIC		161			
ARCTIC		162			
ARCTIC		163			
ARCTIC		164			
ARCTIC		165			
TEMPERATE	Mk II	166	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	167	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	168	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		169			
TEMPERATE		170			
TEMPERATE		171			
TEMPERATE		172			
TEMPERATE		173			
TEMPERATE		174			
TEMPERATE		175			
TEMPERATE		176			
TEMPERATE		177			
TEMPERATE		178			
TEMPERATE		179			
TEMPERATE		180			
	ALL	181	All panels opened for the inspection are closed and secure.		
	ALL	182	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - ANNUAL INSPECTIONS

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

500 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 500 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		500 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect B-834-20 and B-834-22 Guide Collars as instructed below.		
		This inspection applies to B-834-20 and B-834-22 guide collars installed on HC-B3TN-5(M,N,P)(L) propellers with serial numbers below BV-4870 (right hand rotation), and BV-4862 (left hand rotation).		
		NOTE: An "L" following the propeller model number denotes left hand rotation, i.e., HC-B3TN-5(M,N,P)L.		
		These guide collars require inspection for cracks between the surface of the guide collar and the thin wall of the counter bored hole where the guide collar screw is inserted. This repetitive inspection must be performed at 500 hour intervals. Record compliance with this inspection in the propeller logbook.		
		If a crack is found, an appropriately licensed propeller repair facility must replace both the guide collar and the start lock units with current parts configurations identified in Hartzell Propeller Inc. Manual 118F (61-10-18). Replacing the guide collar and start lock units with the current parts configurations terminates this inspection.		
Mk II	2	Make an installation rotating balance of the engine and propeller assembly at intervals not to exceed 600 hours.		
Mk II	3	Do the scavenge oil filter impending bypass function check per Facet Service Bulletin No. 090589 (Ref. Rolls--Royce TP CSL 2017) for aircraft equipped with this type of external scavenge filter system.		
Mk II	4	Check the fuel pump drive shaft on the Sundstrand single element pump for spline wear.		
		NOTE: This inspection is not required for Argo--Tech (TRW) fuel pumps or Sundstrand fuel pumps P/N 23003114 and subsequent.		
Mk II	5	Autopilot Rigging – Refer to autopilot-maintenance practices.		

DOI - CESSNA 206H SOLOY Mk II - 500 HOUR INSPECTION

ZONE	ACFT TYPE		SUPPLEMENTAL 500 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	6	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	7	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	8	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
TEMPERATE	Mk II	20	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	21	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	22	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
	ALL	35	All panels opened for the inspection are closed and secure.		
	ALL	36	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 500 HOUR INSPECTIONS

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

1000 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		1000 HOUR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Autopilot Servo Capstan Assemblies. Check slip-clutch torque settings. Refer to appropriate Cessna manual.		
Mk II	2	Autopilot Servo Actuators. Inspect for evidence of corrosion and or buildup of dirt or other particulate matter which may interfere with servo operation. Refer to appropriate Cessna manual.		
Mk II	3	Integral Fuel Bays - Drain the fuel and purge the tanks. Complete an inspection of the tank interior and outlet screens and remove any foreign object debris. Complete an inspection of the tank interior surfaces for sealant deterioration and corrosion (especially in the sump areas). Refer to appropriate Cessna manual.		
Mk II	4	Elevator Trim Tab Actuator - Remove, clean, examine, and lubricate the actuator. Refer appropriate Cessna manual.		
Mk II	5	Fuel Quantity Indicators - Check for damage, security of installation and perform accuracy test.		
Mk II	6	Fuel Quantity Indication System Check - Examine for damage and correct installation. Complete a Fuel Quantity Calibration and Check. Refer to appropriate Cessna manual.		
Mk II	7	Inspect and lubricate ACS brand ignition switch. Refer to appropriate Cessna manual.		

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

ZONE	ACFT TYPE		SUPPLEMENTAL 1000 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	8	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	9	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	10	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
ARCTIC		21			
TEMPERATE	Mk II	22	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	23	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	24	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
TEMPERATE		35			
TEMPERATE		36			
	ALL	37	All panels opened for the inspection are closed and secure.		
	ALL	38	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTIONS

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

2 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 2 YEAR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		2 YEAR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Pitot and Static System - Examine in accordance with 14 CFR Part 91.411.		
Mk II	2	Magnetic Compass - Calibrate		

DOI - CESSNA 206H SOLOY Mk II - 2 YEAR INSPECTION

ZONE	ACFT TYPE		SUPPLEMENTAL 2 YEAR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	3	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	4	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	5	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
TEMPERATE	Mk II	17	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	18	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	19	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
	ALL	31	All panels opened for the inspection are closed and secure.		
	ALL	32	Run aircraft engine and leak check.		

[illegible]

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

- REV. 00
DATE: 22 MAR 2016



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

3 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 3 YEAR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		3 YEAR INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Elevator Trim Tab Actuator - Remove, clean, examine, and lubricate the actuator. Refer to appropriate Cessna manual.		
Mk II	2	Oxygen Cylinder - Inspect for condition, check hydrostatic test date and perform hydrostatic test if due. Record date of last hydrostatic test. Test Date:		
Mk II	3	Fuel Quantity Indicators - Check for damage, security of installation and perform accuracy test.		
Mk II	4	Cockpit Mounted Halon Type Fire Extinguisher - Empty fire extinguisher, inspect for damage and recharge.		

DOI - CESSNA 206H SOLOY Mk II - 3 YEAR INSPECTION

ZONE	ACFT TYPE		SUPPLEMENTAL 3 YEAR INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC	Mk II	5	Floats - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	6	Skis - Inspect as required by OEM ICAs.		
ARCTIC	Mk II	7	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
TEMPERATE	Mk II	19	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	20	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	Mk II	21	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
	ALL	34	All panels opened for the inspection are closed and secure.		
	ALL	35	Run aircraft engine and leak check.		

[illegible]

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

- REV. 00
DATE: 22 MAR 2016

**UNITED STATES
DEPARTMENT OF THE INTERIOR**



CESSNA 206H SOLOY Mk II

5-14-00

SCHEDULED STRUCTURAL CHECKS

VOL 2 OF 2

NOTE: THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

DOI - CESSNA 206H SOLOY Mk II RECORD OF REVISIONS

[illegible]

DOI - CESSNA 206H SOLOY Mk II

RECORD OF TEMPORARY REVISIONS

[illegible]

INSTRUCTIONS



DOI – CESSNA 206H SOLOY Mk II – SCHEDULED STRUCTURAL CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Explanation of Terms

Scheduled Structural Checks

2 Year Inspection	Every 2 Years		
3 Year Inspection	Every 3 Years		
5 Year Inspection	Every 5 Years	Includes	Inspection > 5 Years
1000 Hr. Inspection	Every 1000 Hrs.		
3000 Hr. Inspection	Every 3000 Hrs.	Includes	Inspection > 3,000 Hrs.

DOI – CESSNA 206H SOLOY Mk II – SCHEDULED STRUCTURAL CHECKS

Inspection Intervals

Hourly: All required inspections may be completed up to +10% percent of their due time (i.e.: A 50 hour inspection may be completed between 50 and 55 hours time in service). Flight beyond the due time must be approved by the administrator. Flight beyond the 10 % limit is not permitted for any reason.

All inspections shall be done at the next standard interval (i.e.: 50hrs) from when the previous inspection was due provided that inspection was completed within the +10% time due. The 50 hr. check is due at 50 hrs. and the next is due at 100hrs. All inspections will be handled as described above. The +10% is to be used primarily for ferry flights to where maintenance can be performed.

Calendar: All required inspections may be completed up to their calendar due time. Flight beyond the calendar time is not permitted for any reason.

Note: Selected items that are normally controlled separately (on computer) (i.e.: overhauls, component function checks, etc.) have been omitted from this inspection work package and must be controlled separately. See computerized maintenance program for "Controlled Items".

Note: This inspection package must be updated as new revisions to the maintenance program are issued.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID -	Supplemental Inspection Document	STC -	Supplemental Type Certificate
CPCP -	Corrosion Prevention and Control Program	PSE -	Principle Structural Element
NDI -	Non Destructive Inspection	N/A -	Not Applicable (see MECH Block D on next page)
ICA -	Instructions for Continued Airworthiness	OEM -	Original Equipment Manufacturer

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

2 YEAR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 2 YEAR STRUCTURAL INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		2 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	<p>Aileron attachments. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Aileron hinges. 2. Hinge bolts. 3. Hinge bearings. 4. Hinge and pushrod support structure. <p>NOTE: Corrosion Prevention and Control Inspection Item</p> <p>NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.</p>		
Mk II	2	<p>Elevator trim system. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Elevator trim brackets. 2. Actuator support brackets and bearings. 3. Pulleys and attaching structure. <p>NOTE: Corrosion Prevention and Control Inspection Item</p> <p>NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.</p>		
Mk II	3	<p>Rudder attachments. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Hinge brackets. 2. Hinge bolts. 3. Hinge bearings. <p>NOTE: Corrosion Prevention and Control Inspection Item</p> <p>NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.</p>		
Mk II	4	<p>Rudder structure. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Skin. 2. Forward and aft spars at hinge locations. <p>NOTE: Corrosion Prevention and Control Inspection Item</p>		

DOI - CESSNA 206H SOLOY Mk II - 2 YEAR STRUCTURAL INSPECTION

ZONE	ACFT TYPE		2 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC		5			
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
TEMPERATE		19			
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
	ALL	34	All panels opened for the inspection are closed and secure.		
	ALL	35	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 2 YEAR STRUCTURAL INSPECTION

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR

CESSNA 206H SOLOY Mk II

3 YEAR STRUCTURAL MAINTENANCE CHECKS



THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initiated by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		3 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect the carry-thru spar area, door post bulkhead attach fittings and spar channel. Complete inspection as instructed below.		
TITLE		Carry-Thru Structure Corrosion Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure the structural integrity of the carry-thru spar structure.
---------	--

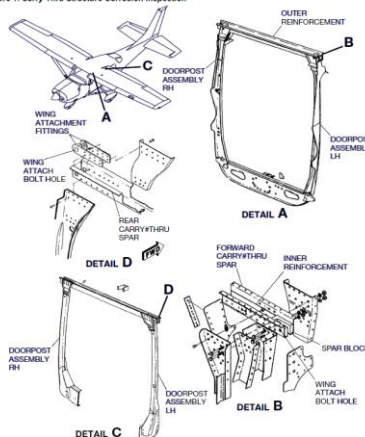
INSPECTION INSTRUCTIONS	MECH	INSP
A. Remove the headliner and interior items necessary to gain access to the front and rear carry-thru structure, refer to applicable Cessna manual and the figure below.		
B. Do a visual inspection of the front spar carry-thru area for loose or missing rivets or corrosion, especially between the spar channel and reinforcement, between the spar channel and upholstery retainer, and between the door post bulkhead attachment fittings and the spar channel.		
(1) Clean area before inspecting if grime or debris is present.		
C. Visually inspect rear spar carry-thru area for loose or missing rivets or corrosion, especially between the door post bulkhead attachment fittings and the spar channel.		
(1) Clean area before inspecting if grime or debris is present.		
D. Inspect for corrosion at the wing attachment fittings, lugs and spar blocks.		
(1) Clean area before inspecting if grime or debris is present.		
E. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Cabin Interior Section	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION	MECH	INSP
A. Clean any corrosion products. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.		
B. Sand with 180 or finer grit abrasive cloth, to produce a diameter-to-depth ratio of about 10:1.		
(1) To determine the depth of repaired area after removing the corrosion, use ultrasonic inspection methods to determine the thickness of the material after removing the corrosion. If the thickness of the material is less than 90% of uncorroded/new material, contact Cessna Customer Service for repair/replacement instructions.		
C. Apply corrosion protection.		

Figure 1. Carry-Thru Structure Corrosion Inspection



DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

ACFT TYPE	3 YEAR STRUCTURAL INSPECTION REQUIREMENTS		MECH	INSP
Mk II	2	Elevator trim system. 1. Inspect elevator trim brackets and actuator support brackets. 2. Inspect pulleys, attaching structure and fasteners. Complete inspection as instructed below.		
TITLE		Elevator Trim Pulley Bracket and Actuator Bracket Structure Inspection		

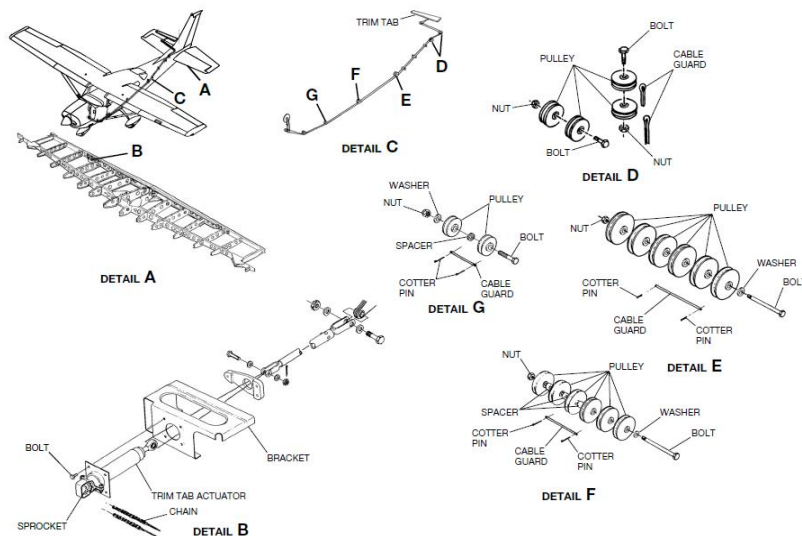
EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify the integrity of the elevator trim pulley brackets and the actuator support brackets.		
INSPECTION INSTRUCTIONS	A. Remove the inspection panel adjacent to the trim tab actuator to get access to the actuator support hardware, refer to applicable Cessna manual.	MECH	INSP
	B. Remove seats, floor covering and floor inspection panels as necessary to inspect elevator trim pulley brackets and actuator support brackets for cracks, corrosion and bent flanges. Straighten bent flanges and check for any cracking, using at least a 4x power magnifying glass and a bright light. Refer to figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Inspect all pulleys for wear, flat spots and freedom of rotation.		
	D. Inspect all fasteners and attaching structure for integrity.		
	E. Review the airplane maintenance records to verify that service bulletins SB00-55-02 and SB10-27-01 have been complied with for the applicable airplane serial numbers. For affected airplane serial numbers that are not in compliance with SB00-55-02 and SB10-27-01, comply with these service bulletins concurrent with this inspection.		
	F. Install all items removed for this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP



DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

ACFT TYPE		3 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	3	This interval is for airplanes that operate in a severe corrosion environment. Inspect wing root rib. Complete inspection as instructed below.		
TITLE		Wing Root Rib Corrosion Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the root rib structure.
----------------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the wing to fuselage fairing, refer to applicable Cessna manual.		
	B. Visually inspect inboard side of root ribs at WS 23.625 for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Remove the inspection cover outboard of WS 23.625.		
	D. Visually inspect outboard side of root ribs at WS 23.625 for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	E. Repair any corroded areas in accordance with the Repair/Modification instructions in this inspection document.		
	F. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Root Rib	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR AND MODIFICATION	A. If corroded, sand corroded area lightly to remove corrosion. If corrosion is found on the outboard side of the rib, it may be necessary to provide additional access in the leading edge skin. Contact Cessna Customer Service for instructions for cut and repair.		
	B. Clean area thoroughly to assess remaining thickness.		
	C. If more than 20% of the thickness has been removed in any area, replace the rib. Up to 20% is acceptable if confined to an area of 2 inches or less in length, and less than one square inch in area.		
	D. Brush coat sanded areas with alodine.		

ACFT TYPE		3 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	4	Inspect main landing gear axle assembly. Make sure you inspect these areas: 1. Main gear axle and attach bolts. 2. Wheel halves. NOTE: Corrosion Prevention and Control Program Inspection Item NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor to the bearing. NOTE: Coordinate with tire change.		
Mk II	5	Nose gear trunnion, steering assembly, torque link assembly, nose gear fork and axle. Make sure you inspect these areas: 1. Nose gear trunnion surface. 2. Steering collar and steering collar attach bolt. 3. Torque link, torque link attach pin, and attach bolt. 4. Nose gear fork. 5. Nose gear axle. NOTE: Corrosion Prevention and Control Inspection Item		

DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

ACFT TYPE		3 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	6	<p>Inspect nose gear trunnion, torque link assembly, and nose gear fork. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Nose gear trunnion upper and lower inner bore surface and bearing. 2. Torque link bolt and attach pin inner bore surface. 3. Nose gear fork lug inner bore surface. <p>NOTE: Corrosion Prevention and Control Inspection Item</p>		
Mk II	7	<p>Nose landing gear outer barrel assembly. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Outer barrel assembly. 2. Upper strut end and lower collar assembly. <p>NOTE: Corrosion Prevention and Control Inspection Item</p> <p>NOTE: do not apply LPS-3 Heavy Duty Rust Inhibitor to the sliding surfaces of the oleo strut.</p>		
Mk II	8	<p>Passenger/Crew door retention system. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Bell cranks. 2. Pushrods. 3. Handle. 4. Pin retention. 5. Pins. 6. Lockplates and guides. 7. Hinges. 8. Internal door framing. <p>NOTE: Corrosion Prevention and Control Program Inspection Item</p> <p>NOTE: Remove interior panels for access.</p>		
Mk II	9	<p>Areas of the cabin structure for the passenger/crew door. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Door frames. 2. Door hinges. <p>NOTE: Corrosion Prevention and Control Program Inspection Item</p>		
Mk II	10	<p>Passenger/Crew door retention system. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Bell cranks. 2. Pushrods. 3. Handle. 4. Pin retention. 5. Pins. 6. Lockplates and guides. 7. Hinges. 8. Internal door framing. <p>NOTE: Corrosion Prevention and Control Program Inspection Item</p> <p>NOTE: Remove interior panels for access.</p>		
Mk II	11	<p>Areas of the cabin structure for the passenger/crew door. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Door frames. 2. Door hinges. <p>NOTE: Corrosion Prevention and Control Program Inspection Item</p>		
Mk II	12	Inspect the aileron hinges, hinge bolts, hinge bearings, and hinge and pushrod attach fittings. Complete inspection as instructed below.		
TITLE		Aileron Support Structure Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the Aileron Support Structure.
----------------	--

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the ailerons, refer to the applicable sections of this manual.		
	B. Visually inspect the aileron hinges for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; hinge and pushrod attach fittings for evidence of damage, wear, failed fasteners and security, refer to figure below.		

DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

	MECH	INSP
(1) Clean area before inspecting if grime or debris is present.		
(2) Pay particular attention to the lower single rivet tabs that attach the hinge brackets to the wings.		
(3) Inspect for defects in the rear spar that are evidenced by looseness and movement of the hinge brackets in the up-and-down direction.		
(a) If the hinge brackets are found to have excessive movement remove the false spar for a more detailed inspection.		
C. If any hinge bearings are found frozen or extremely stiff, inspect aileron hinge fittings for cracks using surface eddy current. Refer to applicable Cessna manual for further instruction.		
NOTE: The inspection is for the aluminum structure outside of the bearing, make sure the instrument is set for aluminum material prior to starting the Eddy Current inspection.		
D. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

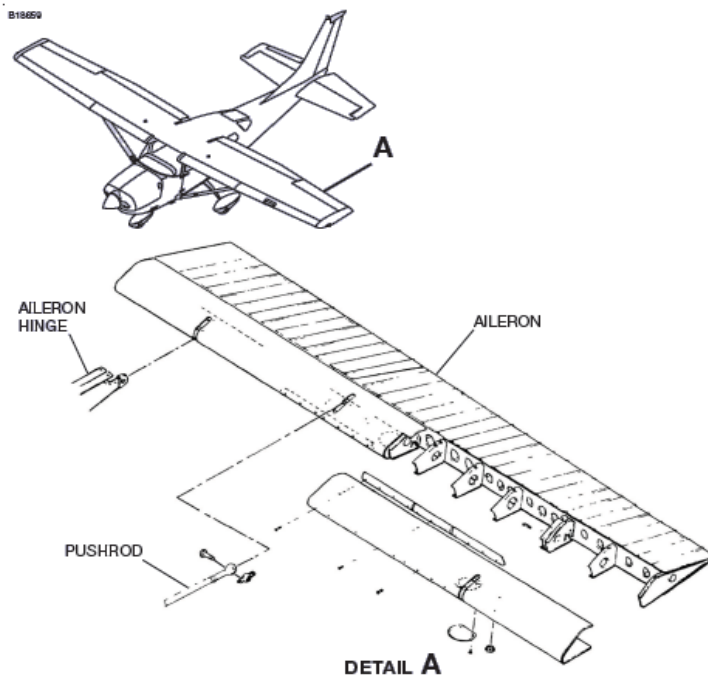
ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wings	Not Allowed

INSPECTION METHOD	Visual with Surface Eddy Current if required.
-------------------	---

	MECH	INSP
REPAIR AND MODIFICATION	Replace any damaged or cracked fittings. Replace damaged hinge bolts. Replace loose, corroded or excessively tight bearings. Replace damaged (cracked) hinge brackets. Make repairs in accordance with the applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.	

Figure 1. Aileron Support Structure Inspection



DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

ZONE	ACFT TYPE		3 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
ARCTIC		21			
ARCTIC		22			
ARCTIC		23			
ARCTIC		24			
ARCTIC		25			
ARCTIC		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
TEMPERATE		35			
TEMPERATE		36			
TEMPERATE		37			
TEMPERATE		38			
TEMPERATE		39			
TEMPERATE		40			
TEMPERATE		41			
	ALL	42	All panels opened for the inspection are closed and secure.		
	ALL	43	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 3 YEAR STRUCTURAL INSPECTION

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 206H SOLOY Mk II

5 YEAR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initiated by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect the firewall structure. Complete inspection as instructed below.		
TITLE		Firewall Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the firewall.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
A. Remove the upper and lower engine cowlings from the airplane, refer to applicable Cessna manual.			
B. Disconnect all electrical power from the airplane.			
C. Visually inspect around each exhaust mount attach bracket and exhaust pipe support for cracking on forward side of the firewall.			
(1) Clean the area before inspecting if grime or debris is present.			
D. Inspect the firewall for wrinkles, cracks, sheared rivets, or other signs of damage or wear.			
E. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.			

ACCESS AND DETECTABLE CRACK SIZE
ACCESS/LOCATION DETECTABLE CRACK SIZE
Cabin interior Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP
Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.			

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	2	Inspect main landing gear fittings and attachment of the fittings to the bulkheads. Complete inspection as instructed below.		
TITLE		Main Landing Gear Fittings Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the main landing gear fittings.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
A. Remove interior seats, floor coverings, and access panels to get access to the main landing gear attach fittings, refer to applicable Cessna manual and the figure below.			
B. Do a visual inspection of the outboard main landing gear fittings for cracking using a light and mirror. Pay particular attention to the area directly above the forward and aft edges of the landing gear spring and the attachment of the fittings to the bulkheads.			
(1) Clean area before inspecting if grime or debris is present.			
C. Inspect the inboard main landing gear fittings for cracking using a light and mirror. Pay particular attention to the area directly below the landing gear spring attachment and the attachment of the fittings to the bulkheads.			
(1) Clean area before inspecting if grime or debris is present.			
D. Review the airplane maintenance records and verify that service bulletins SB06-53-02 and SB03-53-02 have been complied with for the affected airplane serial numbers. For affected airplanes that are found not in compliance with SB06-53-02 and SB03-53-02, accomplish the applicable service bulletin concurrent with this inspection.			

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

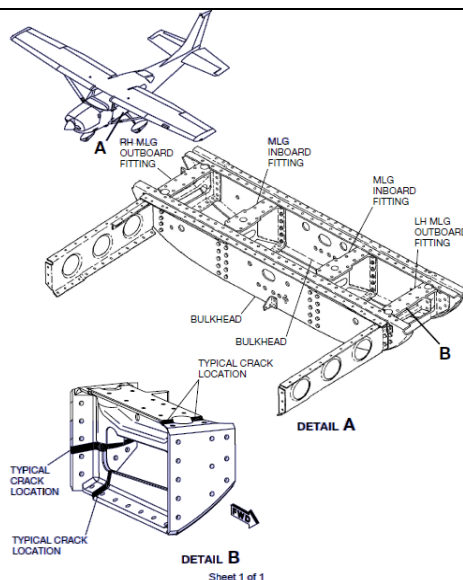
E. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.

MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Gear Support	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP
A. Main landing gear fittings are contained between two wrap-around bulkheads which physically contain the bulkheads even after the attach fasteners are removed. A recommended method to replace main landing gear fittings is to support the airplane to maintain alignment during rework, remove the floorboard just forward of the forward main gear bulkhead, remove the four longerons forward of the forward main landing gear bulkhead, and then slide the forward main landing gear bulkhead forward to disengage it from the fittings. Since the attach holes will be reused to reinstall the parts, remove rivets carefully, to avoid excessively enlarging the rivet holes. After the fittings are installed, reinstall the removed parts in reverse order. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.			



ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	3	Inspect the nose landing gear torque links, drag link, bushings, nose landing gear fork and collar. Complete inspection as instructed below.		
TITLE		Nose Landing Gear Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the nose gear torque link, drag link bolts, nose gear fork and collar.			MECH	INSP
INSPECTION INSTRUCTIONS	A. Deflate the nose gear strut, refer to the applicable sections of this manual.				
	B. Do a visual inspection of the torque links for cracks, refer to figure below.				
	(1) Clean area before inspecting if grime or debris is present.				
	C. Remove torque link bolts one at a time in accordance with the Model 206 Maintenance Manual.				
	D. Inspect for bent bolts or worn bolts. Install serviceable bolts after inspection.				

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

	MECH	INSP
(1) Clean area before inspecting if grime or debris is present.		
E. Inspect center torque link bushings for excessive wear or deformation. Maximum new clearance between the NAS bushings in the mid joint upper torque link lug (ID = 0.1900 to 0.1915 in.) and the bolt (OD = 0.1885 to 0.1894 in.) is 0.0030 in. A clearance of 0.006 in. is the maximum wear limit.		
(1) Clean area before inspecting if grime or debris is present.		
F. Inspect upper and lower joint torque link bushings for excessive wear or deformation. As the bolt clamps up on the spacer, the wear is to be measured between the NAS bushing and the spacer. Maximum new clearance between the NAS bushings in the torque link (ID = 0.3750 to 0.3765 in.) and the spacer (OD = 0.3744 to 0.3750 in.) is 0.0021 in. A clearance of 0.006 in. is the maximum wear limit.		
G. Inspect the fork for cracking along the forging parting line.		
(1) Clean area before inspecting if grime or debris is present.		
H. Remove drag link bolts one at a time in accordance with Model 206 Maintenance Manual.		
I. Inspect for bent bolts or worn bolts. Install serviceable bolts after inspection.		
(1) Clean area before inspecting if grime or debris is present.		
J. Inspect the attachment of drag link and the bolt for excessive wear or deformation. Maximum new clearance between the drag link and the bolt is 0.010 in.		
K. Inspect collar assembly for cracks.		
L. Service the nose landing gear strut, refer to applicable Cessna manual.		

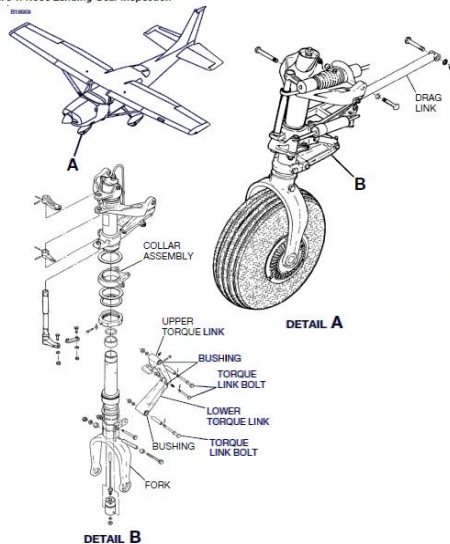
ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Nose Gear Section	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

	MECH	INSP
REPAIR AND MODIFICATION	Replace bent bolts or worn bolts or bushings with new parts if wear limits are exceeded. A cracked torque link, fork, or collar are not repairable and must be replaced. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.	

Figure 1. Nose Landing Gear Inspection



DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	4	This interval is for airplanes that operate in a mild/moderate corrosion environment. Inspect wing root rib. Complete inspection as instructed below.		
TITLE		Wing Root Rib Corrosion Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the root rib structure.
----------------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the wing to fuselage fairing, refer to applicable Cessna manual.		
	B. Visually inspect inboard side of root ribs at WS 23.625 for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Remove the inspection cover outboard of WS 23.625.		
	D. Visually inspect outboard side of root ribs at WS 23.625 for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	E. Repair any corroded areas in accordance with the Repair/Modification instructions in this inspection document.		
	F. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Root Rib	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR AND MODIFICATION	A. If corroded, sand corroded area lightly to remove corrosion. If corrosion is found on the outboard side of the rib, it may be necessary to provide additional access in the leading edge skin. Contact Cessna Customer Service for instructions for cut and repair.		
	B. Clean area thoroughly to assess remaining thickness.		
	C. If more than 20% of the thickness has been removed in any area, replace the rib. Up to 20% is acceptable if confined to an area of 2 inches or less in length, and less than one square inch in area.		
	D. Brush coat sanded areas with alodine.		

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	5	Fuselage lower internal structure beneath the floor panels. Make sure you inspect these areas: 1. Cabin structure under floorboards. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	6	Areas of the cabin structure. Make sure you inspect these areas: 1. Firewall. 2. Firewall attachments. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	7	Areas of the cabin structure. Make sure you inspect these areas: 1. Cabin door forward and aft frames. 2. Window frames with emphasis at stringers and channel assemblies from aft of door frame to aft bulkhead. 3. Seat attachment structure. 4. Aft Cabin Bulkhead. NOTE: Corrosion Prevention and Control Program Inspection Item		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	8	Wing structure internal. Make sure you inspect these areas: 1. Wing upper and lower spar caps. 2. Wing attach spar fittings. 3. Wing lower skins. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	9	Wing structure external. Make sure you inspect these areas: 1. Skin with emphasis at skin overlaps and under access panels. 2. Rear spar upper and lower caps. 3. Rear spar web. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	10	Vertical stabilizer structure. Make sure you inspect these areas: 1. Forward spar attachment to tailcone bulkhead. 2. Aft spar attachment to lower stabilizer spar. 3. Front and rear spars. 4. Rear spar rudder hinges. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	11	Nose gear axle assembly. Make sure you inspect these areas: 1. Nose gear axle and attach bolt. 2. Wheel halves. NOTE: Corrosion Prevention and Control Program Inspection Item NOTE: Disassemble the nose gear strut to get access. NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor to the sliding surfaces of the oleo strut. NOTE: Coordinate with tire change.		
Mk II	12	Horizontal stabilizer structure. Make sure you inspect these areas: 1. Stabilizer attachment to the tailcone bulkhead. 2. Front and rear spars. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	13	Inspect seat rails for corrosion. Complete inspection as instructed below.		
TITLE		Seat Rails and Seat Rail Structure Corrosion Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify the integrity of the seat rails.
---------	--

INSPECTION INSTRUCTIONS		MECH	INSP
	A. Remove the seats and floor coverings as necessary to gain access to the seat rails and seat rail base, refer to applicable Cessna manual and the figure below.		
	B. Do a visual inspection of the seat rails for corrosion.		
	(1) If adhesive, grime or debris is present, clean area to inspect around each seat rail base.		
	C. Install the items that were removed to accomplish this inspection, refer to the applicable Cessna manual.		

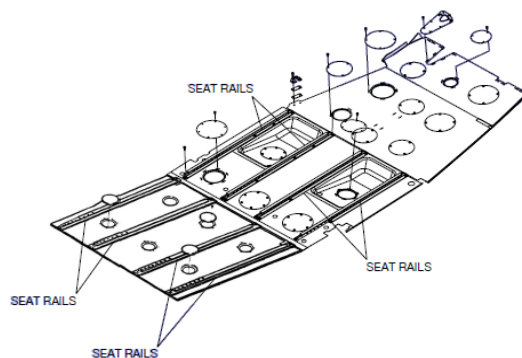
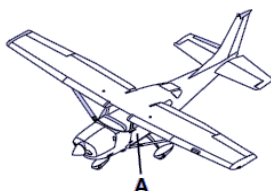
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Cabin Interior	N/A

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP
	A. If corrosion is found, repair in accordance with the following.		
	(1) Clean and lightly sand corroded area to remove surface damage and pits.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

	MECH	INSP
(2) Buff out scratch marks.		
(3) Reinspect area and assess amount of material removed.		
(a) If thickness of flange has been reduced by 10% or more, rail must be replaced.		
(b) A local flange reduction of 20% of thickness is acceptable where confined to one side of extrusion, provided that the reduced area does not coincide with both seat pin hole and fastener hole.		
(c) If thickness of web is reduced by 10% or more, rail must be replaced.		
(d) If local web reduction of 20% exceeds 1" in length, rail must be replaced.		
(e) If bulb is reduced in thickness at seat pin hole by 5% or more, rail must be replaced.		
(f) If bulb is reduced by more than 10% at areas between holes, rail must be replaced.		
(4) Brush coat sanded areas with alodine.		
B. Reinstall seat and check for proper operation. If removed material on bulb interferes with proper operation of seat, replace rail.		
C. For extensive damage or conditions not addressed, contact Cessna Customer Service prior to beginning the repair.		



DETAIL A
Sheet 1 of 1

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	14	Fuselage internal structure in upper fuselage. Make sure you inspect these areas: 1. Cabin bulkhead corners. 2. Fuselage skin. NOTE: Corrosion Prevention and Control Program Inspection Item		
Mk II	15	1. Inspect inboard wing structure and wing attachment to fuselage including working rivets. 2. Inspect flap actuator support structure. Complete inspection as instructed below.		
TITLE		Wing Structure Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the wing.
---------	---

REV. 00
DATE: 22 MAR 2016

PAGE 7 of 22
5-14-00

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove all access panels, fairings and the wing tips from the wings, refer to applicable Cessna manual.		
	B. Visual Inspection		
	(1) Clean the area before inspecting if grime or debris is present.		
	(2) Do a visual inspection of the wing structure for damage, corroded or cracked parts. Use a borescope or magnifying glass where required.		
	(a) Pay particular attention to the wing attach area. Visually inspect both the fuselage and wing where the wing attaches to the carry-thru spar in the fuselage, refer to the figure below.		
	(b) Visually inspect for working rivets at the inboard portion of the main wing spar.		
	NOTE: Working rivets will have a trail of black dust downwind from the fastener. The dust is oxidized aluminum produced by the fastener moving in the hole.		
	(c) Visually inspect for working Hi-Shear rivets at the inboard spar fittings on the main wing spar.		
	(d) Pay particular attention to the trailing edge ribs and the span wise segments supporting the flap actuator or flap bell cranks.		
	(3) If the flight hours meet or exceed the inspection compliance hours (above), proceed to Detail Inspection below.		
	(4) If crack(s) or corrosion is found at the wing attach fittings proceed to the Detailed Inspection below.		
	(5) If no crack(s) or corrosion is found and the aircraft flight hours are below the inspection compliance hours (above) install access panels, fairings and wing tips. Inspection is complete.		
	C. Detailed Inspection.		
	(1) Support the wing outboard of the strut while removing attach bolts.		
	(2) Remove the wing front spar attach bolts. Visually inspect the holes on the wing and fuselage sides of the fitting and surrounding area for corrosion.		
	(a) Pay particular attention to potential corrosion in the fitting inside the fuselage front carry-thru spar.		
	(b) Conduct a bolt hole eddy current inspection of the front spar attach fittings. Refer to Section 5-13-01 Nondestructive Inspection Methods and Requirements, Eddy Current Inspection- (Bolt Hole Inspection), for additional instructions. The hole size is 0.50 inches in diameter.		
	NOTE: With the front spar in position, there are three segments through the hole. There is a fabrication joint in the center segment (wing side), so expect a crack-like indication at about 2:00 and 10:00 o'clock positions. Indications caused by the fabrication joint are not a cause for rejection.		
	(c) Install the front spar attach bolt.		
	(3) Remove the wing rear spar attach bolts. Mark the location of the indexing slot in the heads of both eccentric bushings. Remove the bushings. Visually inspect the holes and surrounding area for corrosion.		
	(a) Pay particular attention to potential corrosion in the fitting inside the fuselage rear carry-thru spar. Refer to figure below.		
	(b) Conduct a bolt hole eddy current inspection of the rear spar attach fittings. Refer to the applicable Cessna manual for further instructions. The bolt hole size on the fitting-wing attaching is 0.438 inches in diameter while the bolt hole size for both forward and aft fittings on fuselage side is 0.687 inches in diameter.		
	(c) Install the bushings in the spar in the same orientation as they were when removed.		
	(d) Install the rear spar attach bolt.		
	(4) Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

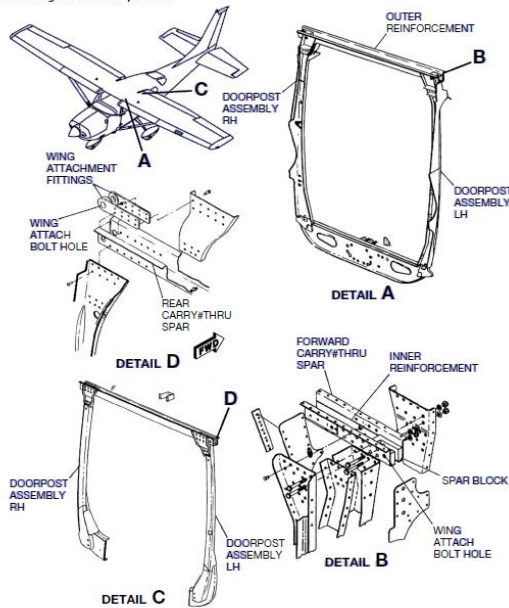
DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Attach Points	Not Allowed

INSPECTION METHOD	Visual, Eddy Current, Borescope, Magnifying Glass
-------------------	---

REPAIR AND MODIFICATION	Replace cracked or excessively corroded parts. If corrosion is present, it must be removed before refinishing. Contact Customer Service for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.	MECH	INSP

Figure 1. Wing Structure Inspection



Sheet 1 of 1

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	16	Inspect wing strut and strut tube. Complete inspection as instructed below.		
TITLE		Strut and Strut Wing Attachment Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify the integrity of the strut and strut attachment fitting to the wing.
---------	--

INSPECTION INSTRUCTIONS		MECH	INSP
A. Remove the wing strut upper and lower fairings, refer to applicable Cessna manual. B. If the flight hours meet or exceed the inspection compliance hours, proceed to Detailed Attach Fitting inspection.	(1) Visually inspect the strut attachment fittings for cracks or corrosion, refer to the figure below.		
	(a) Clean area before inspecting if grime or debris is present.		
	(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection.		
	(2) Visually inspect the strut tube for cracks or corrosion.		
	(a) Clean area before inspecting if grime or debris is present.		
	(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection.		
	(3) If no crack(s) or corrosion is found, install fairings. The inspection is complete.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

	MECH	INSP
C. Detailed Attach Fitting Inspection.		
(1) Support the wing to minimize the load on the strut to wing attach bolt.		
(2) Remove the upper attach bolt and lower the strut to a support.		
(3) Remove the lower attach bolt and remove the strut.		
(4) Visually examine the strut tube for cracks or corrosion.		
(5) Visually inspect the strut attachment fittings for corrosion.		
(6) Inspect using Eddy current for cracks radiating from the wing and fuselage attach holes in the wing strut end fitting.		
(7) Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

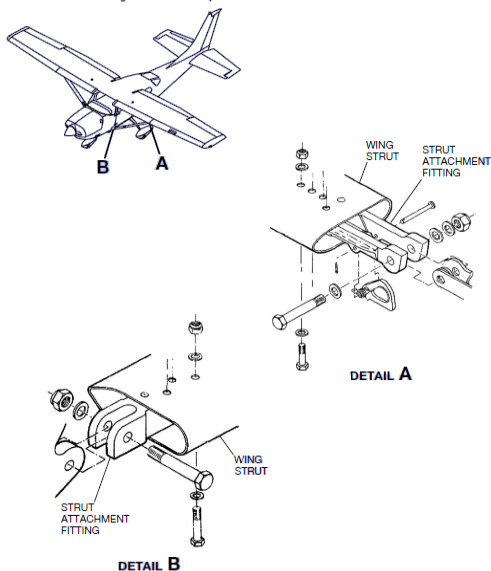
ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Strut	Not Applicable

INSPECTION METHOD	Visual and Eddy Current
-------------------	-------------------------

	MECH	INSP
REPAIR AND MODIFICATION		
A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion. If the material thickness is less than 90% of the uncorroded section, then replace the affected part.		
B. Buff out sanding marks.		
C. Corrosion or damage to attachment holes will require specialized rework. Contact Cessna Customer Service for rework of corroded or damaged attachment holes.		
D. Clean and prime sanded areas.		

Figure 1. Strut and Strut Wing Attachment Inspection



Sheet 1 of 1

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	17	Inspect the forward doorpost and surrounding structure. Complete inspection as instructed below.		
TITLE		Fuselage Forward Doorpost Inspection		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify integrity of the fuselage lower forward doorpost.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
A. Remove a portion of the interior of the airplane to gain access to the lower end of the forward left and right doorpost bulkheads. Refer to applicable Cessna manual and the figure below.			
B. Remove floorboard inspection covers in areas fore and aft of doorposts. The critical inspection area must be fully exposed.			
C. Using a flashlight and inspection mirror, visually inspect the area at the intersection of the doorpost and the forward doorpost bulkhead. Look for cracks that follow the bottom contour. Refer to the figure below.			
(1) Clean the area before inspecting if grime or debris is present.			
D. Visually inspect the door post area for cracks where the cabin door lower hinges attach to the door posts.			
(1) Clean the area before inspecting if grime or debris is present.			
E. Visually inspect the strut fitting area for evidence of corrosion.			
(1) Clean the area before inspecting if grime or debris is present.			
F. If the airplane is equipped with a fuel step, visually inspect the fuselage skin under the fuel step for cracks.			
G. If evidence of corrosion is found, cracks are suspected, or the compliance time limit is exceeded, conduct a surface eddy current inspection of the bulkhead around the strut attach fitting. Refer to the applicable Cessna manual for further instructions.			
H. Install the items that were removed to accomplish this inspection, refer the applicable Cessna manual.			

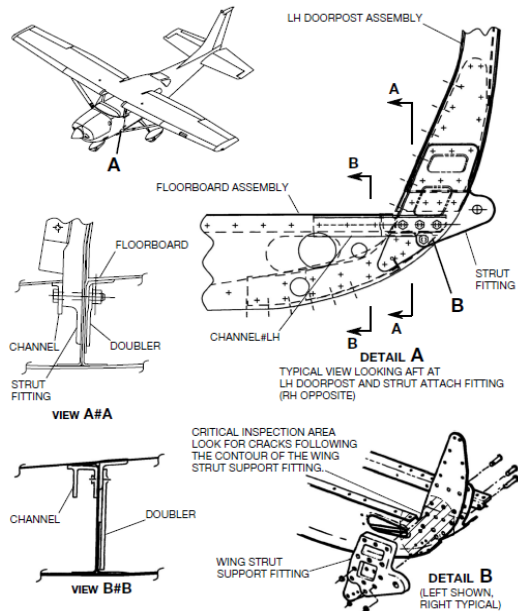
ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Cabin	Not Allowed

INSPECTION METHOD	Visual with Eddy Current if needed.
-------------------	-------------------------------------

REPAIR AND MODIFICATION		MECH	INSP
A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in fitting or bulkhead.			
B. Buff out sanding marks.			
C. Assess remaining bulkhead thickness. If more than 10% of bulkhead material has been removed from the local area, the area must be repaired or replaced.			
D. Clean and prime sanded areas.			
E. Damaged bulkheads may be repaired. Coordinate any repair needed with Cessna Customer Service prior to beginning repair.			
F. Replace strut attach fittings with crack indications.			

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

Figure 1. Fuselage Forward Doorpost Inspection



Sheet 1 of 1

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	18	Inspect main landing gear spring for rust or damage to finish. Complete inspection as instructed below.		
TITLE		Landing Gear Spring Corrosion Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure corrosion protection of main landing gear springs.
---------	--

INSPECTION INSTRUCTIONS		MECH	INSP
	NOTE: The main landing gear flat springs are made from high strength steel that is shot peened on the lower surface to increase the fatigue life of the part. If the protective layer of paint is chipped or worn away, corrosion (rust) is likely to occur.		
	A. Remove the landing gear fairings, refer to the applicable sections of this manual.		
	B. Do an inspection of the spring for worn or chipped paint, refer to the figure below. If rust has developed, rework the gear in accordance with the repair/modification provided in this document.		
	(1) Clean the area before inspecting if grime or debris is present.		
	C. If the finish is worn or chipped, refinish the landing gear springs.		
	D. Inspect the axle attach holes for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	E. Install the items that were removed to accomplish this inspection, refer to the applicable Cessna manual.		

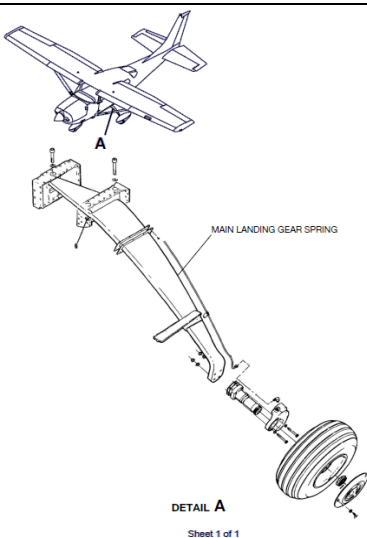
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP
	A. If rust has developed on the landing gear spring, it must be removed before refinishing. The recommended procedure to remove rust is by hand sanding, using a fine grained sandpaper.		
	B. Sand with 180 or finer grit abrasive cloth, to produce a diameter-to-depth ratio of about 10:1.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

	MECH	INSP
(1) To determine the depth of repaired area after removing the corrosion, use a straight edge and feeler gages. If the repaired corrosion pit or wear area is deeper than 0.012 inch, contact Cessna Customer Service for repair/replacement instructions.		
C. Refinish sanded areas.		
(1) Solvent Wipe.		
(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.		
(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.		
(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.		
(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.		
(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.		
(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.		
(a) Mix and apply in accordance with manufacturer's instructions.		
(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.		
(c) Allow to air dry for two to four hours.		
(d) Apply topcoat within 24 hours.		
(3) Apply Polyurethane Enamel Topcoat.		
(a) Mix and apply in accordance with manufacturer's instructions.		
(b) Apply mixture with a wet cross coat to produce a dry film thickness of 1.5-2.0 mils.		
(c) Allow to air dry per the manufacturer's instruction.		



ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	19	Inspect the cabin interior skin panels, frames and stringers. Complete inspection as instructed below.		
TITLE		Fuselage Interior Skin Panels Corrosion Inspection		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify the integrity of the cabin skins, stringers and frames under and around the sound dampening material.	MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove interior components of the airplane to gain access to the inside surface of the skins, stringers, and frames. Remove sound dampening material. Refer to applicable Cessna manual.		
	B. Visually inspect the skin panels for corrosion. Particular attention should be given to inspection of panels below the windows, belly area of the fuselage, and other areas where moisture could enter or accumulate.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Inspect interior of door skins and structure for corrosion.		
	D. Inspect frames and stringers for corrosion.		
	E. Inspect cabin windows for integrity of seal to preclude entry of water into cabin.		
	F. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage Interior	Not Applicable

INSPECTION METHOD	Visual, Ultrasonic Thickness Test
-------------------	-----------------------------------

REPAIR AND MODIFICATION		MECH	INSP
	(1) If more than 0.004 inch of skin material has been removed from the local area, the area must be repaired or replaced.		
	(2) If more than 10% of stringer or frame material has been removed from the local area, the area must be repaired or replaced.		
	D. Clean and prime sanded areas.		
	E. Sound dampening material is for acoustic attenuation and may be replaced or omitted at owner's option.		

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	20	Inspect wing for corrosion and missing or loose fasteners. Complete inspection as instructed below.		
TITLE		Wing Structure Corrosion Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure corrosion protection of the wing structure.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
	B. Visually inspect throughout the wing sections for corrosion or traces of corrosion products through the access panels and wing tips.		
	(1) Clean the area before inspecting if grime or debris is present.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

	MECH	INSP
C. Visually inspect for open fastener holes or loose rivets in the structure. Open fastener holes are an indication that a rivet has corroded and departed the airplane.		
D. Use a borescope to inspect inaccessible areas.		
(1) Some additional areas can be reached by threading the borescope probe through lightening holes in the trailing edge forward of the flap and aileron.		
(2) During the borescope inspection, pay particular attention to rivet butts and flanges containing rivets.		
E. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Wing	Not Allowed

INSPECTION METHOD	Visual, Borescope
-------------------	-------------------

		MECH	INSP
REPAIR AND MODIFICATION	A. If corrosion is present, it must be removed before refinishing. The recommended procedure to remove corrosion is by hand sanding, using a fine grit sandpaper.		
	NOTE: Particularly if corrosion is detected using a borescope, significant disassembly may be required to remove corrosion, and to refinish and repair surfaces. Contact Cessna Customer Services for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		
	B. Sand with 180 or finer grit abrasive cloth, to produce a diameter-to-depth ratio of about 10:1.		
	(1) To determine the depth of repaired area after removing the corrosion, use ultrasonic inspection methods to determine the thickness of the material after removing the corrosion. If the thickness of the repair area material is less than 90% of undamaged material thickness, contact Cessna Customer Service for repair/replacement instructions.		
	C. Refinish sanded areas.		
	(1) Solvent Wipe.		
	(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.		
	(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.		
	(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.		
	(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.		
	(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.		
	(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.		
	(a) Mix and apply in accordance with manufacturer's instructions.		
	(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.		
	(c) Allow to air dry for two to four hours.		

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	21	Inspect wing splice joint at strut attach. Complete inspection as instructed below.		
TITLE		Wing Splice Joint at Strut Attach Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

PURPOSE	To ensure the structural integrity of the wing splice joint at the strut attach location.
----------------	---

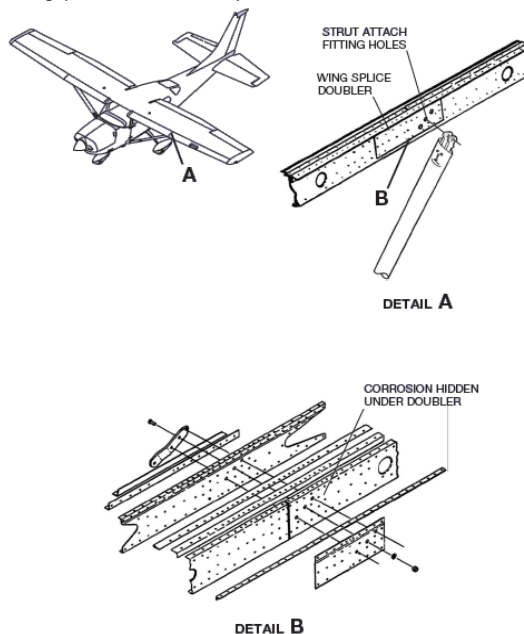
INSPECTION INSTRUCTIONS		MECH	INSP
	A. Refer to the 206 Maintenance Manual, remove the four access panels inboard and outboard of the wing strut attach fitting to gain access to the forward and aft side of the wing strut attachment.		
	B. Visually inspect for corrosion at the edge of the upper and lower spar caps and the edge of the splice doublers. Refer to the figure below. In addition, confirm the spar splice does not have a bulging appearance (a bulging appearance can be caused by corrosion on the internal surfaces of the splice doublers and wing spar web). Make sure there are no signs of corrosion and there are no missing or loose fasteners.		
	C. If any of these conditions are confirmed, conduct an Ultrasonic Thickness Test on the area to determine if the doubler and/or spar thickness has been reduced in thickness from corrosion. Refer to applicable Cessna manual for further instructions. If testing indicates the thickness varies by more than 0.004 inch in any area, contact Cessna Customer Service for additional instructions.		
	D. If corrosion is not found, install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
ACCESS/LOCATION	DETECTABLE CRACK SIZE	
Wing Forward Spar	Not Allowed	

INSPECTION METHOD	Visual/Ultrasonic Thickness
--------------------------	-----------------------------

REPAIR AND MODIFICATION		MECH	INSP
	Replace any cracked parts. If corroded, sand area lightly to remove corrosion. If more than 10% of the thickness has been removed in any one area, replace the part.		

Figure 1. Wing Splice Joint At Strut Attach Inspection



Sheet 1 of 1

ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	22	Inspect flap tracks for corrosion. Complete inspection as instructed below.		
TITLE	Flap Tracks Corrosion Inspection			

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure the integrity of the flap tracks.
----------------	---

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

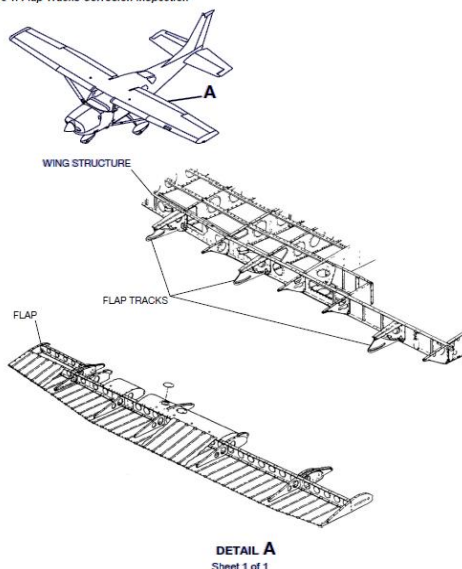
INSPECTION INSTRUCTIONS	A. Do a visual inspection of the inboard and outboard flap tracks for exfoliation corrosion, particularly along the exterior edges and edges of the roller tracks, refer to the figure below.	MECH	INSP
	(1) Clean area before inspecting if grime or debris is present.		
	B. Visually inspect the flap tracks rib assembly, attachment brackets and angles for condition, cracks, loose rivets and security.		
	C. Visually inspect the flap structure for any sign of cracked/broken ribs.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Flaps And Flap Tracks	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION	Replace damaged flap tracks or attachments. Replace damaged or loose rivets.	MECH	INSP

Figure 1. Flap Tracks Corrosion Inspection



ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	23	Inspect rudder pedal torque tube and cable attachment arms. Complete inspection as instructed below.		
TITLE		Rudder Pedal Torque Tube Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify integrity of the rudder pedal torque tube assembly.
---------	---

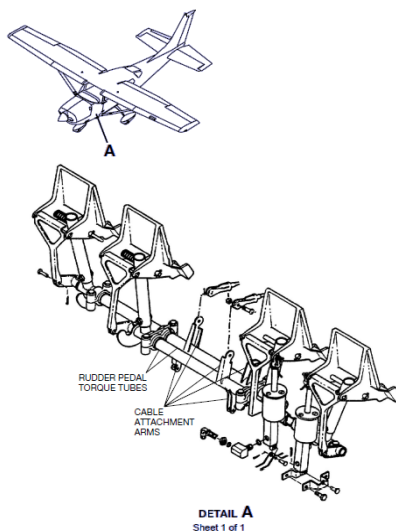
INSPECTION INSTRUCTIONS	A. Refer to the figure below, do an inspection of the rudder pedal torque tubes for rust, corrosion and/or cracking.	MECH	INSP
	(1) Clean the area before inspecting if grime or debris is present.		
	B. Inspect the cable and pedal attachment arms for wear, cracks, and/or weld failures.		
	(1) Clean the area before inspecting if grime or debris is present.		
	C. Inspect the rudder bar support brackets for cracks at the bend radii in the mounting flange.		
	D. Confirm the integrity of the cable and pedal attachments to the rudder bars.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

ACCESS AND DETECTABLE CRACK SIZE		
ACCESS/LOCATION		DETECTABLE CRACK SIZE
Fuselage, Near Forward Firewall		Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION	Typical failures occur at or close to welds in the rudder bar. During manufacturer, the rudder bar is not heat treated after welding, it can be rewelded and used without subsequent heat treatment. Examine the rewelded area after welding for any new or additional cracking. Make other repairs by replacing damaged or missing parts with spare parts. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.	MECH	INSP



ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	24	Inspect vertical stabilizer and rudder including spars, ribs, hinge bolts, hinge bearings and attach fittings. Complete inspection as instructed below.		
TITLE		Vertical Stabilizer, Rudder and Attachments Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To inspect the vertical stabilizer, rudder and attachments for signs of damage, cracks, or deterioration.
---------	---

INSPECTION INSTRUCTIONS	A. Remove the rudder from the airplane and remove all vertical stabilizer access panels, refer to applicable Cessna manual and the figure below.	MECH	INSP
	B. Visually inspect vertical stabilizer and rudder for condition, cracks and security; rudder hinges for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; attach fittings for evidence of damage, wear, failed fasteners and security.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Using a borescope, inspect forward and aft vertical stabilizer and rudder spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes, cracks and deterioration.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Inspect rudder for deterioration resulting from fatigue, wear, overload, wind damage, and corrosion.		
	E. Inspect skins, spars, ribs for cracks, corrosion and working fasteners. Pay particular attention to the skins at the location where stringers pass through ribs. Apply finger pressure at the intersection to check for free play indicating a broken rib.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

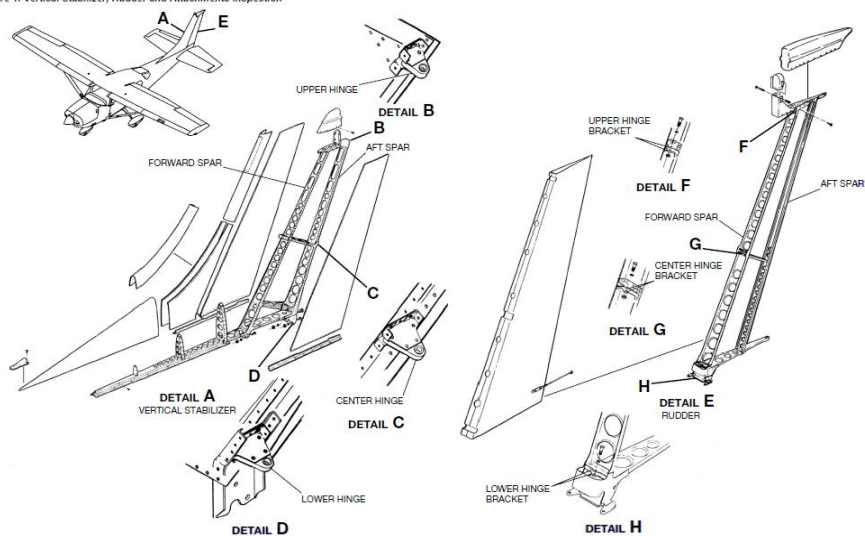
	MECH	INSP
F. If corrosion or a frozen bearing is found in 4.B. above, replace the rudder hinge or conduct a surface eddy current inspection for cracks of each rudder hinge attach fitting. Refer to the applicable Cessna manual for further instructions. The inspection is for the aluminum structure outside of the bearing, so set the instrument for aluminum.		
G. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Vertical Stabilizer, Rudder and Attachments	Not Allowed

INSPECTION METHOD	Visual with Eddy Current if required.
-------------------	---------------------------------------

		MECH	INSP
REPAIR AND MODIFICATION	Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Hinge bearings are pre packed with grease, which will eventually oxidize and harden after years of service. Seized bearings must be replaced. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

Figure 1. Vertical Stabilizer, Rudder and Attachments Inspection



ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	25	Inspect the horizontal stabilizer and elevator, including spars, ribs, hinge bolts, hinge bearings, attach fittings and torque tube. Complete inspection as instructed below.		
TITLE	Horizontal Stabilizer, Elevators and Attachments Inspection			

EFFECTIVITY	206 S/N
	20608001 and On
	T20608001 and On

PURPOSE	To inspect horizontal stabilizer, elevator and attachments for signs of damage, cracking or deterioration.
---------	--

	MECH	INSP
INSPECTION INSTRUCTIONS		
A. For airplanes affected by Service Bulletin SB00-55-03, review the airplane maintenance records to verify that Service Bulletin SB00-55-03 has been complied with. For airplanes affected by Service Bulletin SB00-55-03 but are not in compliance with this service bulletin, comply with SB00-55-03 concurrent with this inspection.		
B. Remove all stabilizer and elevator access panels, including the stinger and vertical stabilizer to horizontal stabilizer fairings, refer to applicable Cessna manual and figure below.		
C. Do a visual inspection of the stabilizer and elevator for condition, cracks and security; hinge bolts, hinge bearings for condition and security, bearings for freedom of rotation, attach fittings for evidence of damage, cracks, wear, failed fasteners and security.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

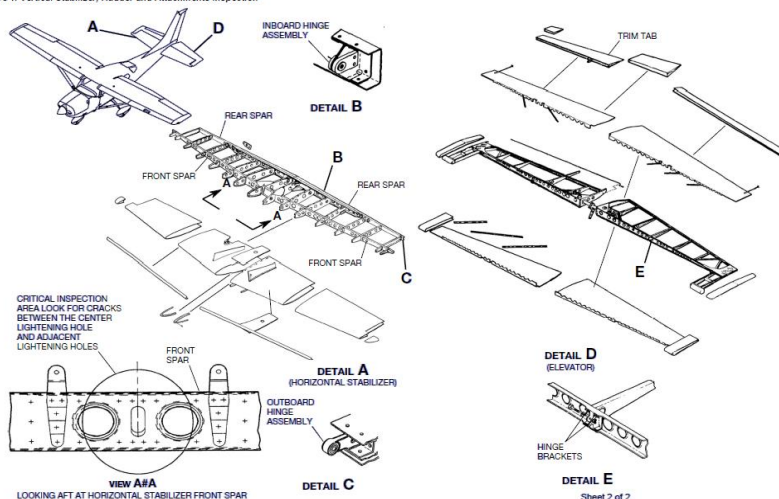
	MECH	INSP
(1) Clean the area before inspecting if grime or debris is present.		
D. Visually inspect the torque tube for corrosion and rivet security. Pay particular attention to the flange riveted onto the torque tube near the airplane centerline and the inside of the torque tube along the lower surface where water could accumulate.		
(1) Clean the area before inspecting if grime or debris is present.		
E. Visually inspect the forward and aft stabilizer and elevator spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes, cracking and deterioration. Pay particular attention to the skins at the location where stringers pass through ribs and at the leading edge skin close to the fuselage. Apply finger pressure at the stringer intersection or the rib to spar juncture to check for free play indicating a broken rib. Visually inspect the forward stabilizer attachment bulkhead for cracks.		
(1) Clean the area before inspecting if grime or debris is present.		
(2) Use a borescope if necessary to view the interior of the stabilizer through any available access holes and through the lightening holes in the stabilizer rear spar.		
(3) Visually inspect the front and aft sides of the front spar in the area of the three lightening holes close to the center of the stabilizer. A light and inspection mirror should be used to inspect the aft side of the spar. Cracks tend to be horizontal near the ends of the trim tab cable slot, but may be anywhere.		
F. If corrosion or a frozen bearing is found, conduct a surface eddy current inspection for cracks of each elevator hinge attach fitting. Refer to applicable Cessna manual for further instructions. The inspection is for the aluminum structure outside of the bearing, make sure the instrument is set for inspecting aluminum material. The hinge may be replaced in lieu of this eddy current test.		
G. Visually inspect the trailing edge portion of the elevator for indications of cracks, corrosion or deterioration. Visually inspect the attachment of the trim tab horn to the trim tab.		
H. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Horizontal Stabilizer	Not Allowed

INSPECTION METHOD	Visual, Borescope and Eddy Current if required.
-------------------	---

	MECH	INSP
REPAIR AND MODIFICATION Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Several applications of penetrating oil will help free up a stiff bearing. It is the owner/operator option to replace stiff bearings. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

Figure 1. Vertical Stabilizer, Rudder and Attachments Inspection



DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

ZONE	ACFT TYPE		5 YEAR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC		26			
ARCTIC		27			
ARCTIC		28			
ARCTIC		29			
ARCTIC		30			
ARCTIC		31			
ARCTIC		32			
ARCTIC		33			
ARCTIC		34			
ARCTIC		35			
ARCTIC		36			
ARCTIC		37			
ARCTIC		38			
ARCTIC		39			
TEMPERATE		40			
TEMPERATE		41			
TEMPERATE		42			
TEMPERATE		43			
TEMPERATE		44			
TEMPERATE		45			
TEMPERATE		46			
TEMPERATE		47			
TEMPERATE		48			
TEMPERATE		49			
TEMPERATE		50			
TEMPERATE		51			
TEMPERATE		52			
TEMPERATE		53			
TEMPERATE		54			
	ALL	55	All panels opened for the inspection are closed and secure.		
	ALL	56	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 5 YEAR STRUCTURAL INSPECTION

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR

CESSNA 206H SOLOY Mk II



1000 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect main landing gear fittings and attachment of the fittings to the bulkheads. Complete inspection as instructed below.		
TITLE		Main Landing Gear Fittings Inspection		

EFFECTIVITY	206 S/N
	20608001 and On T20608001 and On

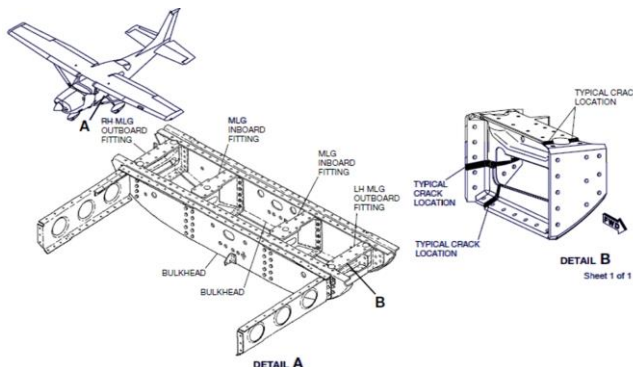
PURPOSE	To ensure structural integrity of the main landing gear fittings.
---------	---

INSPECTION INSTRUCTIONS	MECH	INSP
A. Remove interior seats, floor coverings, and access panels to get access to the main landing gear attach fittings, refer to applicable Cessna manual and the figure below.		
B. Do a visual inspection of the outboard main landing gear fittings for cracking using a light and mirror. Pay particular attention to the area directly above the forward and aft edges of the landing gear spring and the attachment of the fittings to the bulkheads.		
(1) Clean area before inspecting if grime or debris is present.		
C. Inspect the inboard main landing gear fittings for cracking using a light and mirror. Pay particular attention to the area directly below the landing gear spring attachment and the attachment of the fittings to the bulkheads.		
(1) Clean area before inspecting if grime or debris is present.		
D. Review the airplane maintenance records and verify that service bulletins SB06-53-02 and SB03-53-02 have been complied with for the affected airplane serial numbers. For affected airplanes that are found not in compliance with SB06-53-02 and SB03-53-02, accomplish the applicable service bulletin concurrent with this inspection.		
E. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Main Gear Support	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION	MECH	INSP
A. Main landing gear fittings are contained between two wrap-around bulkheads which physically contain the bulkheads even after the attach fasteners are removed. A recommended method to replace main landing gear fittings is to support the airplane to maintain alignment during rework, remove the floorboard just forward of the forward main gear bulkhead, remove the four longerons forward of the forward main landing gear bulkhead, and then slide the forward main landing gear bulkhead forward to disengage it from the fittings. Since the attach holes will be reused to reinstall the parts, remove rivets carefully, to avoid excessively enlarging the rivet holes. After the fittings are installed, reinstall the removed parts in reverse order. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		



DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	2	Inspect the nose landing gear torque links, drag link, bushings, nose landing gear fork and collar. Complete inspection as instructed below.		
TITLE		Nose Landing Gear Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the nose gear torque link, drag link bolts, nose gear fork and collar.		
---------	--	--	--

INSPECTION INSTRUCTIONS		MECH	INSP
A. Deflate the nose gear strut, refer to the applicable sections of this manual.			
B. Do a visual inspection of the torque links for cracks, refer to figure below.			
	(1) Clean area before inspecting if grime or debris is present.		
C. Remove torque link bolts one at a time in accordance with the Model 206 Maintenance Manual.			
D. Inspect for bent bolts or worn bolts. Install serviceable bolts after inspection.			
	(1) Clean area before inspecting if grime or debris is present.		
E. Inspect center torque link bushings for excessive wear or deformation. Maximum new clearance between the NAS bushings in the mid joint upper torque link lug (ID = 0.1900 to 0.1915 in.) and the bolt (OD = 0.1885 to 0.1894 in.) is 0.0030 in. A clearance of 0.006 in. is the maximum wear limit.			
	(1) Clean area before inspecting if grime or debris is present.		
F. Inspect upper and lower joint torque link bushings for excessive wear or deformation. As the bolt clamps up on the spacer, the wear is to be measured between the NAS bushing and the spacer. Maximum new clearance between the NAS bushings in the torque link (ID = 0.3750 to 0.3765 in.) and the spacer (OD = 0.3744 to 0.3750 in.) is 0.0021 in. A clearance of 0.006 in. is the maximum wear limit.			
G. Inspect the fork for cracking along the forging parting line.			
	(1) Clean area before inspecting if grime or debris is present.		
H. Remove drag link bolts one at a time in accordance with Model 206 Maintenance Manual.			
I. Inspect for bent bolts or worn bolts. Install serviceable bolts after inspection.			
	(1) Clean area before inspecting if grime or debris is present.		
J. Inspect the attachment of drag link and the bolt for excessive wear or deformation. Maximum new clearance between the drag link and the bolt is 0.010 in.			
K. Inspect collar assembly for cracks.			
L. Service the nose landing gear strut, refer to applicable Cessna manual.			

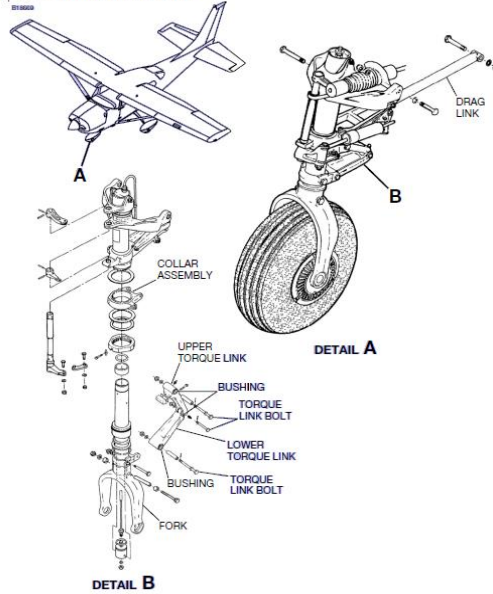
ACCESS AND DETECTABLE CRACK SIZE		
ACCESS/LOCATION	DETECTABLE CRACK SIZE	
Nose Gear Section	Not Allowed	

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP
	Replace bent bolts or worn bolts or bushings with new parts if wear limits are exceeded. A cracked torque link, fork, or collar are not repairable and must be replaced. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

Figure 1. Nose Landing Gear Inspection



Sheet 1 of 1

ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	3	This interval is for airplanes that have ever operated in a severe usage environment. 1. Inspect inboard wing structure and wing attachment to fuselage including working rivets. 2. Inspect flap actuator support structure. Complete inspection as instructed below.		
TITLE		Wing Structure Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the wing.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
A. Remove all access panels, fairings and the wing tips from the wings, refer to applicable Cessna manual.			
B. Visual Inspection			
	(1) Clean the area before inspecting if grime or debris is present.		
	(2) Do a visual inspection of the wing structure for damage, corroded or cracked parts. Use a borescope or magnifying glass where required.		
	(a) Pay particular attention to the wing attach area. Visually inspect both the fuselage and wing where the wing attaches to the carry-thru spar in the fuselage, refer to figure below.		
	(b) Visually inspect for working rivets at the inboard portion of the main wing spar.		
	NOTE: Working rivets will have a trail of black dust downwind from the fastener. The dust is oxidized aluminum produced by the fastener moving in the hole.		
	(c) Visually inspect for working Hi-Shear rivets at the inboard spar fittings on the main wing spar.		
	(d) Pay particular attention to the trailing edge ribs and the span wise segments supporting the flap actuator or flap bell cranks.		
	(3) If the flight hours meet or exceed the inspection compliance hours (above), proceed to Detail Inspection below.		
	(4) If crack(s) or corrosion is found at the wing attach fittings proceed to the Detailed Inspection below.		
	(5) If no crack(s) or corrosion is found and the aircraft flight hours are below the inspection compliance hours (above) install access panels, fairings and wing tips. Inspection is complete.		

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

	MECH	INSP
C. Detailed Inspection.		
(1) Support the wing outboard of the strut while removing attach bolts.		
(2) Remove the wing front spar attach bolts. Visually inspect the holes on the wing and fuselage sides of the fitting and surrounding area for corrosion.		
(a) Pay particular attention to potential corrosion in the fitting inside the fuselage front carry-thru spar.		
(b) Conduct a bolt hole eddy current inspection of the front spar attach fittings. Refer to applicable Cessna manual for further instructions. The hole size is 0.50 inches in diameter.		
NOTE: With the front spar in position, there are three segments through the hole. There is a fabrication joint in the center segment (wing side), so expect a crack-like indication at about 2:00 and 10:00 o'clock positions. Indications caused by the fabrication joint are not a cause for rejection.		
(c) Install the front spar attach bolt.		
(3) Remove the wing rear spar attach bolts. Mark the location of the indexing slot in the heads of both eccentric bushings. Remove the bushings. Visually inspect the holes and surrounding area for corrosion.		
(a) Pay particular attention to potential corrosion in the fitting inside the fuselage rear carry-thru spar. Refer to the figure below.		
(b) Conduct a bolt hole eddy current inspection of the rear spar attach fittings. Refer to the applicable Cessna manual for further instructions. The bolt hole size on the fitting-wing attaching is 0.438 inches in diameter while the bolt hole size for both forward and aft fittings on fuselage side is 0.687 inches in diameter.		
(c) Install the bushings in the spar in the same orientation as they were when removed.		
(d) Install the rear spar attach bolt.		
(4) Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

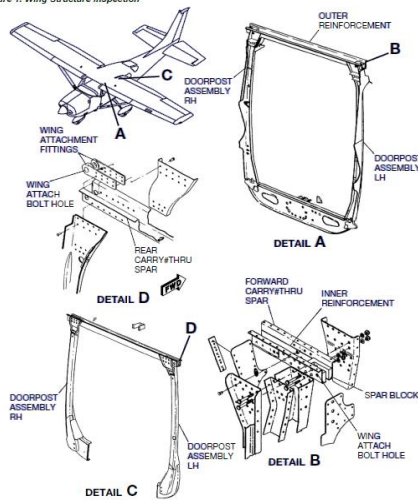
ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Attach Points	Not Allowed

INSPECTION METHOD	Visual, Eddy Current, Borescope, Magnifying Glass
-------------------	---

		MECH	INSP
REPAIR AND MODIFICATION	Replace cracked or excessively corroded parts. If corrosion is present, it must be removed before refinishing. Contact Customer Service for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		

Figure 1. Wing Structure Inspection



DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	4	This interval is for airplanes that have ever operated in a severe usage environment. Inspect wing strut and strut tube. Complete inspection as instructed below.		
TITLE		Strut and Strut Wing Attachment Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify the integrity of the strut and strut attachment fitting to the wing.
---------	--

INSPECTION INSTRUCTIONS		MECH	INSP
	A. Remove the wing strut upper and lower fairings, refer to applicable Cessna manual.		
	B. If the flight hours meet or exceed the inspection compliance hours, proceed to Detailed Attach Fitting inspection.		
	(1) Visually inspect the strut attachment fittings for cracks or corrosion, refer to the figure below.		
	(a) Clean area before inspecting if grime or debris is present.		
	(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection.		
	(2) Visually inspect the strut tube for cracks or corrosion.		
	(a) Clean area before inspecting if grime or debris is present.		
	(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection.		
	(3) If no crack(s) or corrosion is found, install fairings. The inspection is complete.		
	C. Detailed Attach Fitting Inspection.		
	(1) Support the wing to minimize the load on the strut to wing attach bolt.		
	(2) Remove the upper attach bolt and lower the strut to a support.		
	(3) Remove the lower attach bolt and remove the strut.		
	(4) Visually examine the strut tube for cracks or corrosion.		
	(5) Visually inspect the strut attachment fittings for corrosion.		
	(6) Inspect using Eddy current for cracks radiating from the wing and fuselage attach holes in the wing strut end fitting.		
	(7) Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

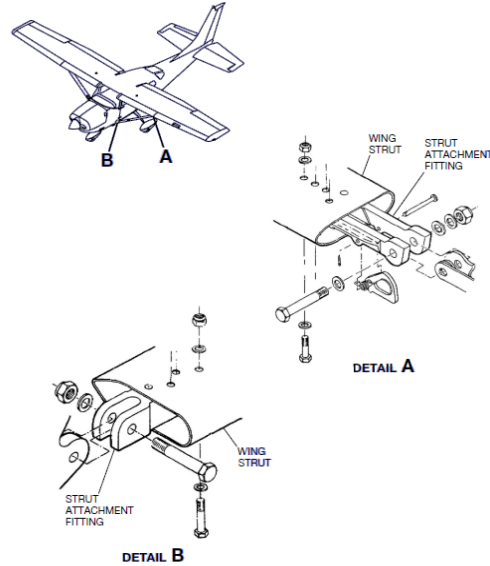
ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Wing Strut	Not Applicable

INSPECTION METHOD	Visual and Eddy Current
-------------------	-------------------------

REPAIR AND MODIFICATION		MECH	INSP
	A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion. If the material thickness is less than 90% of the uncorroded section, then replace the affected part.		
	B. Buff out sanding marks.		
	C. Corrosion or damage to attachment holes will require specialized rework. Contact Cessna Customer Service for rework of corroded or damaged attachment holes.		
	D. Clean and prime sanded areas.		

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

Figure 1. Strut and Strut Wing Attachment Inspection



Sheet 1 of 1

ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	5	Inspect the forward doorpost and surrounding structure. Complete inspection as instructed below.		
TITLE		Fuselage Forward Doorpost Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify integrity of the fuselage lower forward doorpost.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
	A. Remove a portion of the interior of the airplane to gain access to the lower end of the forward left and right doorpost bulkheads. Refer to applicable Cessna manual and the figure below.		
	B. Remove floorboard inspection covers in areas fore and aft of doorposts. The critical inspection area must be fully exposed.		
	C. Using a flashlight and inspection mirror, visually inspect the area at the intersection of the doorpost and the forward doorpost bulkhead. Look for cracks that follow the bottom contour. Refer to the figure below.		
	(1) Clean the area before inspecting if grime or debris is present.		
	D. Visually inspect the door post area for cracks where the cabin door lower hinges attach to the door posts.		
	(1) Clean the area before inspecting if grime or debris is present.		
	E. Visually inspect the strut fitting area for evidence of corrosion.		
	(1) Clean the area before inspecting if grime or debris is present.		
	F. If the airplane is equipped with a fuel step, visually inspect the fuselage skin under the fuel step for cracks.		
	G. If evidence of corrosion is found, cracks are suspected, or the compliance time limit is exceeded, conduct a surface eddy current inspection of the bulkhead around the strut attach fitting. Refer to applicable Cessna manual for further instructions.		
	H. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

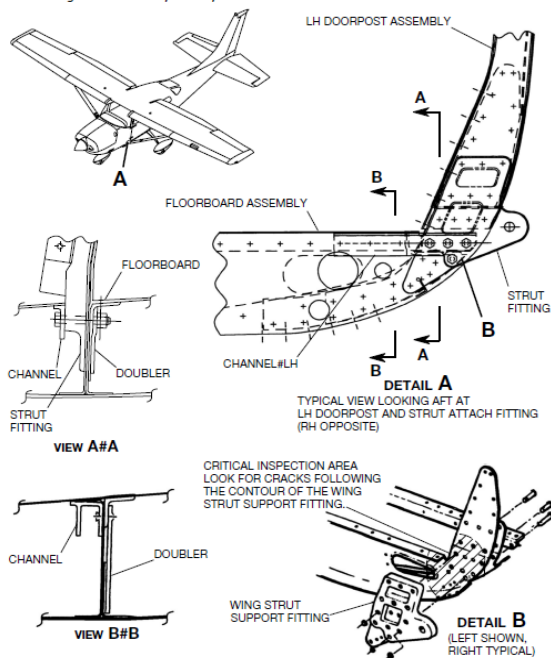
ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Cabin	Not Allowed

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

INSPECTION METHOD	Visual with Eddy Current if needed.
--------------------------	-------------------------------------

		MECH	INSP
REPAIR AND MODIFICATION	A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in fitting or bulkhead.		
	B. Buff out sanding marks.		
	C. Assess remaining bulkhead thickness. If more than 10% of bulkhead material has been removed from the local area, the area must be repaired or replaced.		
	D. Clean and prime sanded areas.		
	E. Damaged bulkheads may be repaired. Coordinate any repair needed with Cessna Customer Service prior to beginning repair.		
	F. Replace strut attach fittings with crack indications.		

Figure 1. Fuselage Forward Doorpost Inspection



Sheet 1 of 1

ACFT TYPE	1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS		MECH	INSP
Mk II	6	Elevator trim system. 1. Inspect elevator trim brackets and actuator support brackets. 2. Inspect pulleys, attaching structure and fasteners. Complete inspection as instructed below.		
TITLE		Elevator Trim Pulley Bracket and Actuator Bracket Structure Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To verify the integrity of the elevator trim pulley brackets and the actuator support brackets.
----------------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the inspection panel adjacent to the trim tab actuator to get access to the actuator support hardware, refer to applicable Cessna manual.		
	B. Remove seats, floor covering and floor inspection panels as necessary to inspect elevator trim pulley brackets and actuator support brackets for cracks, corrosion and bent flanges. Straighten bent flanges and check for any cracking, using at least a 4x power magnifying glass and a bright light. Refer to the figure below.		

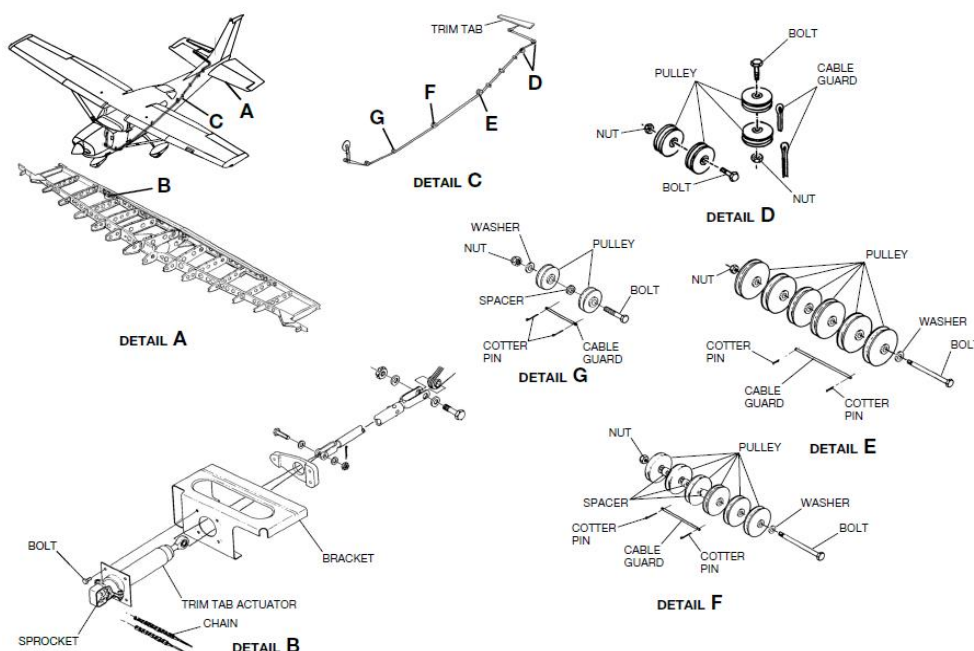
DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

	MECH	INSP
(1) Clean area before inspecting if grime or debris is present.		
C. Inspect all pulleys for wear, flat spots and freedom of rotation.		
D. Inspect all fasteners and attaching structure for integrity.		
E. Review the airplane maintenance records to verify that service bulletins SB00-55-02 and SB10-27-01 have been complied with for the applicable airplane serial numbers. For affected airplane serial numbers that are not in compliance with SB00-55-02 and SB10-27-01, comply with these service bulletins concurrent with this inspection.		
F. Install all items removed for this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

	MECH	INSP
REPAIR AND MODIFICATION Replace any cracked or excessively corroded (10% or more of the material thickness is missing in the corroded section) brackets. Replace excessively worn, flat spotted or stiff pulleys. Straighten bent pulley brackets and actuator brackets with finger pressure and inspect for cracking. Replace any loose or sheared fasteners. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		



ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	7	Inspect the firewall structure. Complete inspection as instructed below.		
TITLE		Firewall Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the firewall.
---------	---

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the upper and lower engine cowlings from the airplane, refer to applicable Cessna manual.		
	B. Disconnect all electrical power from the airplane.		
	C. Visually inspect around each exhaust mount attach bracket and exhaust pipe support for cracking on forward side of the firewall.		
	(1) Clean the area before inspecting if grime or debris is present.		
	D. Inspect the firewall for wrinkles, cracks, sheared rivets, or other signs of damage or wear.		
	E. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Cabin interior	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR AND MODIFICATION	Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	8	Inspect the aileron hinges, hinge bolts, hinge bearings, and hinge and pushrod attach fittings. Complete inspection as instructed below.		
TITLE		Aileron Support Structure Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To ensure structural integrity of the Aileron Support Structure.
----------------	--

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the ailerons, refer to the applicable sections of this manual.		
	B. Visually inspect the aileron hinges for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; hinge and pushrod attach fittings for evidence of damage, wear, failed fasteners and security, refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Pay particular attention to the lower single rivet tabs that attach the hinge brackets to the wings.		
	(3) Inspect for defects in the rear spar that are evidenced by looseness and movement of the hinge brackets in the up-and-down direction.		
	(a) If the hinge brackets are found to have excessive movement remove the false spar for a more detailed inspection.		
	C. If any hinge bearings are found frozen or extremely stiff, inspect aileron hinge fittings for cracks using surface eddy current. Refer to applicable Cessna manual for further instructions.		
	NOTE: The inspection is for the aluminum structure outside of the bearing, make sure the instrument is set for aluminum material prior to starting the Eddy Current inspection.		
	D. Install the items that were removed to accomplish this inspection, refer to applicable Cessna manual.		

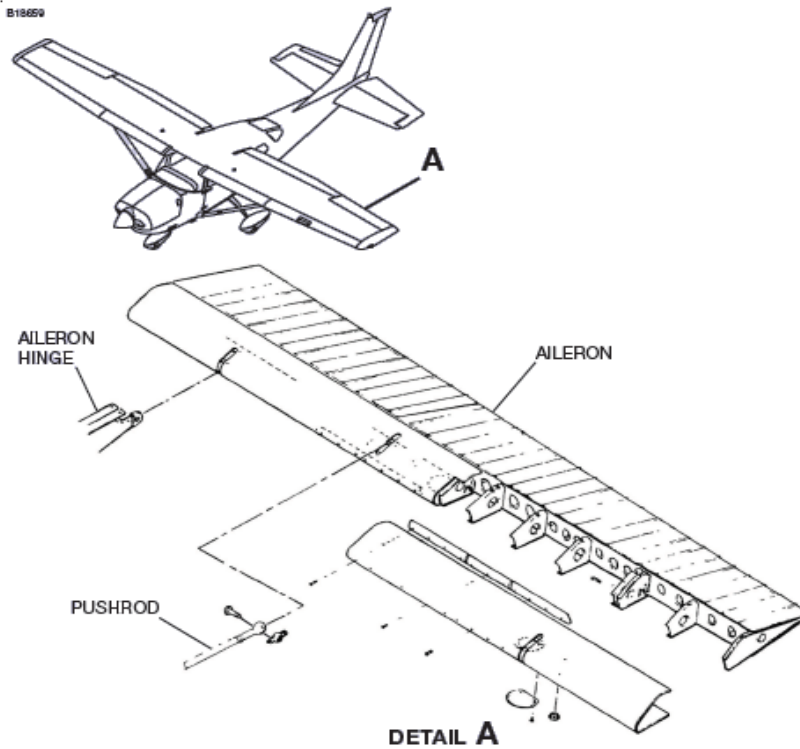
ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Wings	Not Allowed

INSPECTION METHOD	Visual with Surface Eddy Current if required.
--------------------------	---

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR INSPECTION

		MECH	INSP
REPAIR AND MODIFICATION	Replace any damaged or cracked fittings. Replace damaged hinge bolts. Replace loose, corroded or excessively tight bearings. Replace damaged (cracked) hinge brackets. Make repairs in accordance with the applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

Figure 1. Aileron Support Structure Inspection



DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR STRUCTURAL INSPECTION

ZONE	ACFT TYPE		1000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
ARCTIC		21			
ARCTIC		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
TEMPERATE		35			
TEMPERATE		36			
TEMPERATE		37			
	ALL	38	All panels opened for the inspection are closed and secure.		
	ALL	39	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 1000 HOUR STRUCTURAL INSPECTION

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS



UNITED STATES DEPARTMENT OF THE INTERIOR

CESSNA 206H SOLOY Mk II

3000 HOUR STRUCTURAL MAINTENANCE CHECKS



THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
Mk II	2	Idle and Mixture Adjustment - Check idle speed and idle mixture (lean rise). Adjust if necessary.		
Mk II	3	Turbocharger pressurized vent lines to fuel pump, discharge nozzles and fuel flow gage.	N/A	
A	B	C	D	E

Block A Mk II - All Cessna 206H Soloy Mk II Series Aircraft.

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

SID - Supplemental Inspection Document

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Instructions for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 206H SOLOY Mk II - 3000 HOUR STRUCTURAL INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		3000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	1	Inspect rudder pedal torque tube and cable attachment arms as instructed below.		
TITLE		Rudder Pedal Torque Tube Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

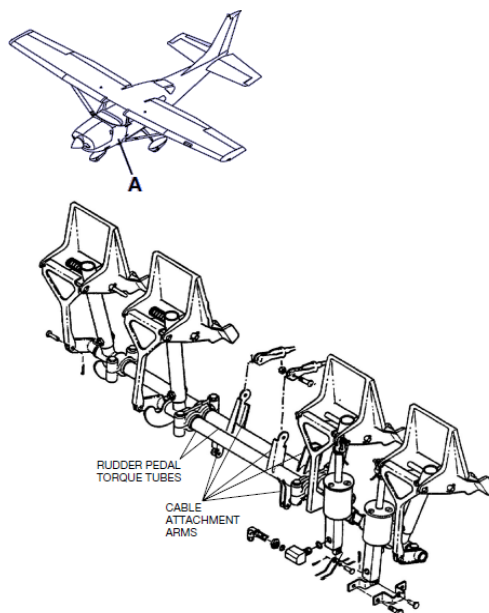
PURPOSE	To verify integrity of the rudder pedal torque tube assembly.
---------	---

INSPECTION INSTRUCTIONS		MECH	INSP
A. Refer to Figure below, do an inspection of the rudder pedal torque tubes for rust, corrosion and/or cracking.			
(1) Clean the area before inspecting if grime or debris is present.			
B. Inspect the cable and pedal attachment arms for wear, cracks, and/or weld failures.			
(1) Clean the area before inspecting if grime or debris is present.			
C. Inspect the rudder bar support brackets for cracks at the bend radii in the mounting flange.			
D. Confirm the integrity of the cable and pedal attachments to the rudder bars.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage, Near Forward Firewall	Not Allowed

INSPECTION METHOD	Visual
-------------------	--------

REPAIR AND MODIFICATION		MECH	INSP
	Typical failures occur at or close to welds in the rudder bar. During manufacturer, the rudder bar is not heat treated after welding, it can be rewelded and used without subsequent heat treatment. Examine the rewelded area after welding for any new or additional cracking. Make other repairs by replacing damaged or missing parts with spare parts. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		



DETAIL A

DOI - CESSNA 206H SOLOY Mk II - 3000 HOUR STRUCTURAL INSPECTION

ACFT TYPE		3000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
Mk II	2	Inspect vertical stabilizer and rudder including spars, ribs, hinge bolts, hinge bearings and attach fittings as instructed below.		
TITLE		Vertical Stabilizer, Rudder and Attachments Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To inspect the vertical stabilizer, rudder and attachments for signs of damage, cracks, or deterioration.
---------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the rudder from the airplane and remove all vertical stabilizer access panels, refer to the Figure below.		
	B. Visually inspect vertical stabilizer and rudder for condition, cracks and security; rudder hinges for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; attach fittings for evidence of damage, wear, failed fasteners and security.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Using a borescope, inspect forward and aft vertical stabilizer and rudder spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes, cracks and deterioration.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Inspect rudder for deterioration resulting from fatigue, wear, overload, wind damage, and corrosion.		
	E. Inspect skins, spars, ribs for cracks, corrosion and working fasteners. Pay particular attention to the skins at the location where stringers pass through ribs. Apply finger pressure at the intersection to check for free play indicating a broken rib.		
	F. If corrosion or a frozen bearing is found in 4.B. above, replace the rudder hinge or conduct a surface eddy current inspection for cracks of each rudder hinge attach fitting. Refer to Section 5-13-01 Nondestructive Inspection Methods and Requirements, Eddy Current Inspection – Surface Inspection, for additional instructions. The inspection is for the aluminum structure outside of the bearing, so set the instrument for aluminum.		
	G. Install the items that were removed to accomplish this inspection, refer to the applicable manual.		

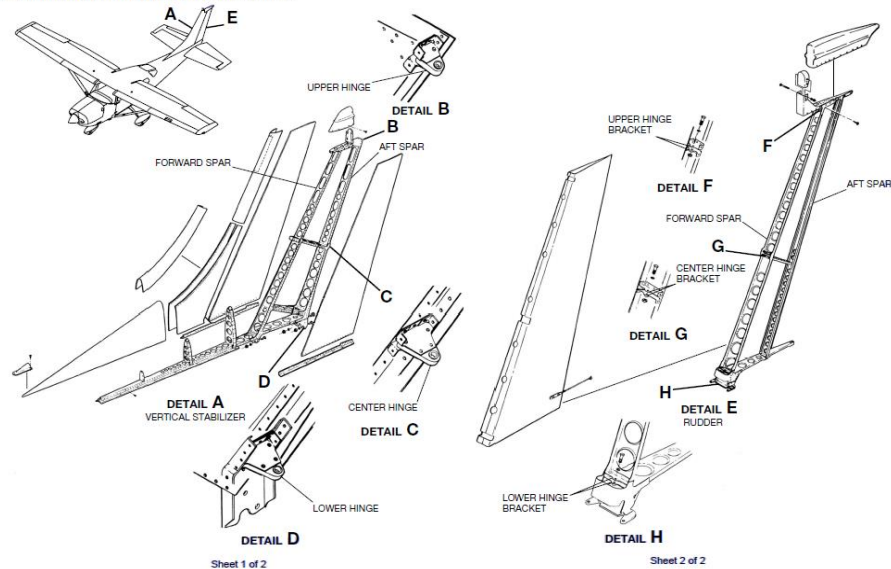
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Vertical Stabilizer, Rudder and Attachments	Not Allowed

INSPECTION METHOD	Visual with Eddy Current if required.
-------------------	---------------------------------------

		MECH	INSP
REPAIR AND MODIFICATION	Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Hinge bearings are pre packed with grease, which will eventually oxidize and harden after years of service. Seized bearings must be replaced. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

DOI - CESSNA 206H SOLOY Mk II - 3000 HOUR STRUCTURAL INSPECTION

Figure 1. Vertical Stabilizer, Rudder and Attachments Inspection



ACFT TYPE	3000 HOUR STRUCTURAL INSPECTION REQUIREMENTS		MECH	INSP
Mk II	3	Inspect the horizontal stabilizer and elevator, including spars, ribs, hinge bolts, hinge bearings, attach fittings and torque tube as instructed below.		
TITLE		Horizontal Stabilizer, Elevators and Attachments Inspection		

EFFECTIVITY	206 S/N	
	20608001 and On	T20608001 and On

PURPOSE	To inspect horizontal stabilizer, elevator and attachments for signs of damage, cracking or deterioration.
---------	--

INSPECTION INSTRUCTIONS			MECH	INSP
INSPECTION INSTRUCTIONS	A. For airplanes affected by Service Bulletin SB00-55-03, review the airplane maintenance records to verify that Service Bulletin SB00-55-03 has been complied with. For airplanes affected by Service Bulletin SB00-55-03 but are not in compliance with this service bulletin, comply with SB00-55-03 concurrent with this inspection.			
	B. Remove all stabilizer and elevator access panels, including the stinger and vertical stabilizer to horizontal stabilizer fairings, refer to the applicable manual and the figure below.			
	C. Do a visual inspection of the stabilizer and elevator for condition, cracks and security; hinge bolts, hinge bearings for condition and security, bearings for freedom of rotation, attach fittings for evidence of damage, cracks, wear, failed fasteners and security.			
	(1) Clean the area before inspecting if grime or debris is present.			
	D. Visually inspect the torque tube for corrosion and rivet security. Pay particular attention to the flange riveted onto the torque tube near the airplane centerline and the inside of the torque tube along the lower surface where water could accumulate.			
	(1) Clean the area before inspecting if grime or debris is present.			
	E. Visually inspect the forward and aft stabilizer and elevator spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes, cracking and deterioration. Pay particular attention to the skins at the location where stringers pass through ribs and at the leading edge skin close to the fuselage. Apply finger pressure at the stringer intersection or the rib to spar juncture to check for free play indicating a broken rib. Visually inspect the forward stabilizer attachment bulkhead for cracks.			
	(1) Clean the area before inspecting if grime or debris is present.			
	(2) Use a borescope if necessary to view the interior of the stabilizer through any available access holes and through the lightening holes in the stabilizer rear spar.			

DOI - CESSNA 206H SOLOY Mk II - 3000 HOUR STRUCTURAL INSPECTION

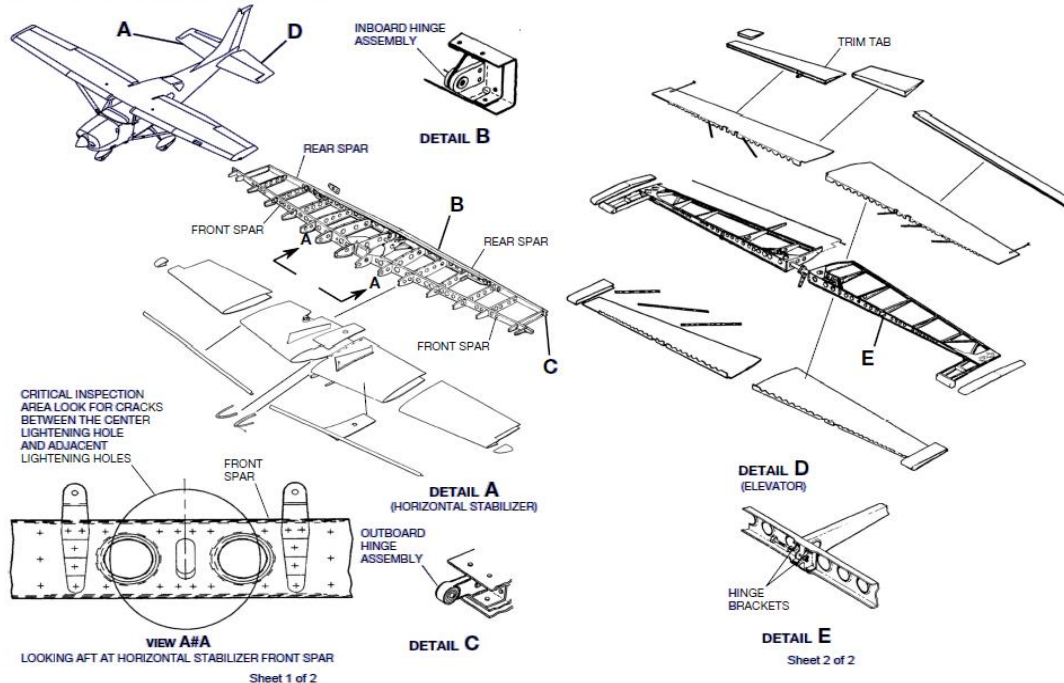
	MECH	INSP
(3) Visually inspect the front and aft sides of the front spar in the area of the three lightening holes close to the center of the stabilizer. A light and inspection mirror should be used to inspect the aft side of the spar. Cracks tend to be horizontal near the ends of the trim tab cable slot, but may be anywhere.		
F. If corrosion or a frozen bearing is found, conduct a surface eddy current inspection for cracks of each elevator hinge attach fitting. Refer to applicable manual for additional instructions. The inspection is for the aluminum structure outside of the bearing, make sure the instrument is set for inspecting aluminum material. The hinge may be replaced in lieu of this eddy current test.		
G. Visually inspect the trailing edge portion of the elevator for indications of cracks, corrosion or deterioration. Visually inspect the attachment of the trim tab horn to the trim tab.		
H. Install the items that were removed to accomplish this inspection, refer to the applicable manual.		

ACCESS AND DETECTABLE CRACK SIZE		
	ACCESS/LOCATION	DETECTABLE CRACK SIZE
	Horizontal Stabilizer	Not Allowed

INSPECTION METHOD	Visual, Borescope and Eddy Current if required.
-------------------	---

	MECH	INSP
REPAIR AND MODIFICATION Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Several applications of penetrating oil will help free up a stiff bearing. It is the owner/operator option to replace stiff bearings. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

Figure 1. Vertical Stabilizer, Rudder and Attachments Inspection



DOI - CESSNA 206H SOLOY Mk II - 3000 HOUR STRUCTURAL INSPECTION

ZONE	ACFT TYPE		3000 HOUR STRUCTURAL INSPECTION REQUIREMENTS	MECH	INSP
ARCTIC		4			
ARCTIC		5			
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
TEMPERATE		18			
TEMPERATE		19			
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
	ALL	33	All panels opened for the inspection are closed and secure.		
	ALL	34	Run aircraft engine and leak check.		

DOI - CESSNA 206H SOLOY Mk II - 3000 HOUR STRUCTURAL INSPECTION

NOTES:

ASSURE PROPER MAINTENANCE RECORD ENTRIES HAVE BEEN MADE IAW 14 CFR 43.9

THE AIRCRAFT RECORDS CONSIST OF THE FOLLOWING;

1. AIRCRAFT, ENGINE & PROPELLER HARD LOGS.
2. ALL FORM 337'S, MAJOR REPAIR & ALTERATION.
3. COMPLIANCE LIST OF ALL PERTINENT AIRWORTHINESS DIRECTIVES.
4. MAINTENANCE SCHEDULE- LIST OF REQUIRED SPECIAL INSPECTIONS, COMPONENT OVERHAUL & TIME-LIFE LIMITS.
5. CURRENT & HISTORICAL WEIGHT & BALANCE STATUS & EQUIPMENT LIST
6. MINIMUM EQUIPMENT LIST AS REQUIRED.
7. SPECIAL FLIGHT AUTHORIZATIONS AND/OR SUPPLEMENTS